

Local Transport Strategy 2020-2025

Background Report



The Draft Local Transport Strategy Background Report is the evidence base which underpins the development of the Draft LTS. The Background Report contains a detailed review and analysis of:

- National, regional and local policy
- Transport evidence and statistical data
- A review of Route Corridor Studies that have been completed in East Dunbartonshire
- A review of the delivery of the Local Transport Strategy 2013-17
- A summary of findings related to transport from consultations carried out by the Council on previous strategies and plans

The content of this Background Report was produced to inform development of the Local Transport Strategy. Therefore, the majority of the statistics and information has a base date of 2018 when it was first published as part of the Transport Options Report.

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1. Introduction


This policy review background report is a summary of all the national, regional and local policies that are relevant to the East Dunbartonshire Local Transport Strategy (LTS).

The Council's LTS provides a framework as to how the Council's policies on transport will contribute to achievement of the objectives of national and regional strategy documents. This review will also consider other Council strategies to ensure there is alignment with the Council's Local Outcomes Improvement Plan (LOIP) and that this strategy is consistent with the objectives of other Council strategies. Some of the strategies reviewed in this background report are directly transport focussed and have clear objectives to work towards and others are indirectly related to transport but still highly relevant.

This policy review aims to set the context within which this East Dunbartonshire Council Local Transport Strategy will develop. Policies that emerge through this process should be consistent as much as is feasible with the overriding policy themes and emerging trends at the national and regional levels and ensure there is no conflict with other local policies in order to achieve a consistent approach. Alignment with these parallel policies is the best approach to ensuring transport in East Dunbartonshire is greatly enhanced but also having positive contribution to multiple policy objectives across the area.

2. National Policies

2.1 National Transport Strategy (NTS)

<p style="text-align: center;">National Transport Strategy (NTS)</p>	 <p style="text-align: center;">TRANSPORT SCOTLAND COMHDHAIL ALBA</p>
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2006 – Refreshed in 2015</p>

The original NTS was published in 2006, primarily to act as an enabler of economic growth. In April 2015, the Minister for Transport and Islands announced a refresh of the NTS. The overall aim was to investigate whether it was still fit for purpose and to test it against constitutional, political, economic or social changes that have taken place in the transport sector since 2006. The refreshed NTS considered the transport policy context in 2015 and aimed to assess whether the high level objectives and priorities are still relevant. The refresh also sought to clarify the roles and responsibilities of the key stakeholders in the transport sector.

The refreshed NTS highlights changes and trends since 2006 which have informed the policy update. Some of the main changes can be summarised as:

All traffic has increased by distance; public transport journeys have decreased

Since 2006, Scotland's population is estimated to have increased by 4%, while GDP has seen a 3% increase. Over this period, the traffic (all vehicles) on our roads has increased by 2%. However, the number of passengers on public transport services (bus, rail, air and ferry) has seen a 6% decrease and the volume of freight lifted in Scotland is down 12% from 2006 to 2012, despite increases in 2011 and 2012 following a sharp decline during the recession.¹

Bus remains the dominant mode of public transport

Between 2006 and 2014, the bus has remained the most commonly used form of public transport, with a share of nearly 80% of all public transport journeys in Scotland. The number of bus passenger journeys has decreased by 12%, from 476 million. Over the same period, ScotRail passengers have increased by 29%, from 76.4 million.

Private road traffic is largely unchanged, with the exception of a significant rise in cycling traffic

Since 2006, total traffic (vehicle kilometres) on all roads has increased by 2%, with car traffic volumes similar in 2014. Although pedal cycle traffic accounts for less than 1% of all traffic, it has seen an increase of 30% in vehicle kilometres since 2006, rising to 339 million vehicle kilometres in 2014.

Public transport costs have risen more than motoring costs

Since 2006, in real terms, motoring costs (including car purchase and running costs) have increased very slightly. Within total motoring costs, there has been a real terms decrease in vehicle purchase costs. Over this same period, bus and rail fares have seen steady increases and in 2013 they were 14% and 16% higher than in 2006 respectively.

Freight movements have reduced

Total freight moved from Scotland has fallen over recent years, driven more recently by reductions in freight moved by coastal shipping.

In terms of the different modes used to carry freight, prior to 2010 the total amount of freight lifted from Scotland was moved mostly by road. However, when we also consider the distance that the freight is carried, in tonne kilometres, coastal shipping had the greatest share, up until more recent declines in the tonnage moved by water.

Congestion has been generally reducing

¹ <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>

In 2014, 11.7% of car driver journeys were perceived to have been delayed due to traffic congestion, an increase from 9.7% in 2013, but below the 12.7% seen in 2006 and the peak of 14.4% seen in 2007. The proportion of those travelling to work by public and private transport has remained static. The average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

Deaths on Scotland's roads have reduced significantly

The number of people killed in road accidents in Scotland reduced from 314 in 2006 to 200 in 2014, a reduction of 36%.

Review Conclusion

The document states that progress has clearly been made in some areas while others have remained static or worsened. It is important to view this in the wider context of the economy over this period. The recession has undoubtedly impacted on some key transport trends but the Scottish Government has stated that the part that investing in transport infrastructure has played in mitigating some of the worst effects of the recession should not be underestimated.

In light of the review since original publication in 2006, the refresh identifies three shifting challenges of:

- Tackling inequality while simultaneously sustaining economic growth,
- Making the transition to a low carbon economy, and;
- Making the most of scarce resources and how transport is contributing to addressing these challenges.

The challenges have been updated to account for the updated strategic context, in particular the new Scotland's Economic Strategy².

The strategy addresses the challenges in the following ways:

Tackling Inequality - Transport tackles geographical inequality by investing in transport services and infrastructure (particularly in rural and remote places) and supporting inclusive growth by enhancing regional cohesion.

² <http://www.gov.scot/Publications/2015/03/5984>

The Scottish Government is committed to continuing investment in transport to ensure all parts of Scotland are well connected to the transport network. It states over £1bn annually is being invested in public transport, for example, through rail franchise payments, concessionary fares, grants to bus operators, and other sustainable transport options.

Scottish Ministers have committed a £5bn programme of investment in Scotland's railways over five years to 2019. They are also committed to the largest road investment programme that Scotland has ever seen, including the dualling of the A9 between Perth and Inverness by 2025 (£3bn), the M8/M73/M74 Improvements Programme, the A96 dualling between Inverness and Aberdeen by 2030, and A82 improvements.

Transport can reduce inequality between groups of people by removing barriers and improving access to transport so that disabled people or those with reduced mobility, people with children, and older people all have full and equal access to transport services.

The Scottish Government recently produced an accessibility strategy titled 'Scotland's Accessible Travel Framework' in partnership with the newly formed National Transport Accessibility Steering Group comprised of disabled people, transport providers, local government and representative groups. The purpose of the framework is to support disabled people's rights by removing barriers and improving access to travel and ensuring disabled people are fully involved in work to improve all aspects of travel.

Scotland's Economic Strategy (SES) priority areas underpinned by Transport

A safe, efficient, effective and sustainable transport system is one of the key enablers of the Scottish Government's Purpose. Transport contributes to achieving the two mutually supportive SES goals of, increasing competitiveness and tackling inequality in Scotland, through boosting transport investment in services and infrastructure, stimulating transport innovation, supporting inclusive growth by enhancing regional and social cohesion and addressing the internationalisation priority by increasing our international connectivity.

Transition to Low Carbon Economy

The transition to a lower carbon economy aims to reduce the cost to the Scottish economy of climate change, while maximising opportunities to develop and export our technology innovations and knowledge as other economies make their own low carbon transition.

In 2013, the most recent year for which data is available, transport, including International Aviation & Shipping (IA&S), accounted for almost one quarter of Scotland's total emissions (12.9 Metric tons of carbon dioxide equivalent (MtCO₂e) out of a total of 53.0 MtCO₂e). Transport's emissions have now fallen for six consecutive years and by 1.9 MtCO₂e since the peak figure in 2007. Road transport emissions accounted for 72% of transport's total.

The Scottish Government's ambition is to largely decarbonise road transport by 2050 and to be able to demonstrate significant progress towards this by 2030.

In implementing RPP2 (Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2), the Scottish Government's approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.

The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel. Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, Cycling Action Plan for Scotland and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.

The refresh also highlights the importance of integration and outlines plans for smart card integrated ticketing. There is also discussion of the importance of partnership working to deliver joined up transport services.

Review of roles and responsibilities:

A main aim of the remit of the refreshed NTS was to carry out a clear review of roles and responsibilities. The aim was to identify the key transport players in Scotland and the interdependencies between them. The review identifies:

The Scottish Government is responsible for overall strategy and with the Parliament for most of the regulatory framework. Through Transport Scotland, it owns the trunk road network, lets and manages the rail franchise and ferry services, operates national schemes like the national concessionary travel scheme and supports Local Authorities (LAs) to deliver their services. LAs are responsible for local economic development, education and health and social

care integration, which depend on effective transport. LAs can influence transport needs, via spatial planning. LAs own and manage the local road networks and also have responsibilities related to local bus services for which they can provide funding for.

Regional Transport Partnerships (RTPs) set regional transport strategies across modes and local authority boundaries, work with local authorities and others to deliver specific projects to help deliver those strategies and are statutory partners in Community Planning Partnerships to support their consideration of transport issues, including those which span local authority boundaries.

This section of the refreshed NTS clarifies responsibilities in bus service provision and identifies that most services are provided on a commercial basis with some environmental, safety and quality conditions as regulatory requirements. These requirements are ultimately enforced by the Traffic Commissioner. Transport Scotland subsidises the bus network through the Bus Services Operators Grant. Local Authorities have powers to introduce local quality contracts or Statutory Quality Partnerships and can use the planning system to control location of developments, manage roads and traffic efficiently and provide effective and attractive bus infrastructure.

The refresh accepts that more is required to clarify roles and responsibilities and asserts that this high level document is the starting point for increased partnership working with RTPs, local authorities and others to clarify expectations across modes, locations and hierarchies.

The final section of the refreshed NTS restates the NTS framework. The refreshed document has reviewed the transport context since 2006 and how plans from the 2006 have addressed issues in transport. The NTS states that it will continue to use the Three Strategic Outcomes as guiding principles when developing strategy and prioritising resources.

The 2006 vision was for:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

The review asserts that this and the Five High Level Objectives from 2006 remain valid and are restated.

Five High Level Objectives:

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;

- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.


Three Key Strategic Outcomes

- Improve journey times and connections: to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce emissions; to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve quality, accessibility and affordability: to give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.

The overall framework also underpins the extended planning horizon for transport improvements which is translated into the Strategic Transport Projects Review (STPR) which runs up to 2032 and the Infrastructure Investment Plan valid up to 2035. The Scottish Government has considered that a full review of the NTS and the STPR in the next Scottish Parliamentary term is required.

It is also important to note that on 5 February 2020, National Transport Strategy 2 (NTS2) was laid before the Scottish Parliament. The vision of NTS2 is “we will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”. NTS2 has four Priorities, which are: ‘reduces inequalities, takes climate action, helps deliver inclusive economic growth, and improves our health and wellbeing’.

2.2 Cycling Action Plan for Scotland

<p style="text-align: center;">Cycling Action Plan for Scotland</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2017-2020</p>

The Cycling Action Plan for Scotland (CAPS) was originally published in 2010, and set out an ambitious vision; that, “10% of everyday journeys to be made by bike, by 2020”. CAPS was updated in 2013 and again in 2017 in order to reflect upon the steps taken toward the targets set in the original 2010 document, and restate the underpinning strategy.

Responses to the CAPS refresh stakeholder consultation expressed an aspiration for further engagement of local authorities in the delivery of cycling infrastructure provision and promotion.

CAPS states that local authorities have significant leadership roles to play in relation to active travel, as most cycling journeys are local journeys. The Smarter Choices, Smarter Places evaluation suggested that detailed plans for local areas, incorporated into local transport strategies, could help set out ambitious visions for cycling for communities to get behind. CAPS noted that positive examples include the development of local cycling strategies and local development plans. East Dunbartonshire Council published its Active Travel Strategy in 2015 and its Local Development Plan was adopted in February 2017.


The refreshed CAPS presented a new set of 19 actions which outlines how stakeholders can work in partnership to achieve the Scottish Government’s shared vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike. The 19 actions are:

1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Local authority heads of transportation, environment, health and economy will all be invited as well as Regional Transport Partnerships and relevant local authority Committee Convenors. The purpose will be to lead delivery and gauge process.
2. TS will review and update the Trunk Roads Cycling Initiative and the commitment within to improve cycling and walking infrastructure around trunk roads. We will also consult on an update of Cycling by Design.
3. TS Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel.
4. Continue to provide support to each local authority and RTP to develop and update their active travel plans/strategies.
5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys. This includes on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and where strategic plans are in place to install and improve active travel infrastructure.
6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas to promote cycle tourism and to connect rural communities.
7. Continue to support the 3 levels of the UK national standard Bikeability Scotland cycle training programme to encourage 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.
8. Improve integration with public transport through partnership working with Scotrail, bus/coach operators and RTPs and provide secure cycle storage at key destinations including transport interchanges.
9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling on everyday journeys.
10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy – Designing Streets and Smarter Choices, Smarter Places good practice.
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.
12. Continue to support educational campaigns such as the ‘Give Everyone Cycle Space’ campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.

13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling.
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.
15. Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often. This can involve the promotion of champions to encourage peer groups to increase their levels of active travel to and from work and places of study.
16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.
17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.
18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.
19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.

The CAPS Delivery Forum is convened by Cycling Scotland and meets bi-annually to track progress, with the National Cycling Interest Group meeting in parallel.

2.3 National Walking Strategy

<p style="text-align: center;">National Walking Strategy</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2014</p>

Let’s Get Scotland Walking – The National Walking Strategy (2014) was published by the Scottish Government. The vision is defined as:

“A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.”

The strategy aims to:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone.

In order to achieve this, the document recognises that there is no one simple solution that will create an active travel culture, and that a concerted cross-sector effort is required to deliver widespread behavioural change. Interventions need to be at an individual, community and population level.

The document highlights the obvious benefits of increased walking levels including positive economic effects due to improved access to jobs, local facilities and public transport for connections. The strategy outlines the full range of benefits such as preventative NHS spend, health benefits, higher quality of life through improved green spaces, improved educational performance in schools and reduced CO₂ emissions.

The strategy recognises that infrastructure alone will not transform habits. It also identifies the barriers to walking and problems faced when developing walking networks. The National Walking Strategy (NWS) Working Group made key recommendations to increase the number of people walking on a daily basis. The Scottish Government has tasked the walking organisation - Paths For All, with creating the delivery forum for the NWS. This forum will work with all relevant stakeholders in public, private and third sectors and in partnership with the CAPS Delivery Forum.

NWS Working Group – Initial Recommendations for Action

General:

1. A NWS Delivery Forum made up of key partners and delivery bodies should be established to translate the strategic vision into implementation.
 2. The new NWS Delivery Forum should oversee the production of a detailed action plan to deliver this strategy in consultation with stakeholders, including local authorities.
 3. An assessment of current resources and future coordination of funding and delivery to promote walking should be carried out at the earliest opportunity.
 4. An assessment should be undertaken of whether or not current legislative frameworks are working and if future legislation could advance our vision.
 5. Ensure there is full implementation of current policies and guidance that support walking at local, regional and national level (e.g. the Tourism Development Framework 2020, National Planning Framework 3, Road Safety Framework, Low Carbon Behaviour Framework, Place Standards, Scottish Rural Development Programme).
 6. Community Planning Partnerships should consider how the ambitions of this strategy are reflected in local policy, plans (including Single Outcome Agreements) and interventions.
 7. The new NWS Delivery Forum should work in partnership with the Cycling Action Plan for Scotland (CAPS) Delivery Forum. It should also draw on the work of the National Access Forum.
 8. Good practice should be identified, shared and celebrated through improvement and award systems.
- To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being:
9. Community Walking Programmes should be developed and available in every village, town and city in Scotland.
 10. Smarter Measure initiatives should be running in every local authority area.

11. Health and Care Service providers should proactively facilitate walking opportunities within their delivery programmes e.g. GP referral.
12. Workplaces should be supported to encourage staff to walk more on a daily basis.
13. Explore opportunities for Community Sports Hubs to support walking and to link to local walking groups in the area.


To achieve better quality walking environments with attractive, well designed and managed built and natural spaces for everyone

14. The Town Centre Action Plan should be monitored for delivery opportunities linked to walking.
15. Review progress and consider further action required to ensure that all households in Scotland's urban areas are no more than 5 minutes' walk from publically accessible and attractive greenspace or local path network.
16. The provision of easy grade paths across the public estates should be increased (urban and rural).
17. High-quality walking (and cycling) networks across local authority area should be created (on a par with roads development, repair and maintenance) and existing routes promoted effectively.
18. Examine opportunities to assist land managers to provide better public access through improvements to agriculture and forestry grant aid schemes.
19. More students and staff (nursery, primary, secondary, college and university) should be enabled to walk to, from and during their learning day with more access to outdoor learning spaces.
20. Reduce greenhouse gas emissions from everyday short journeys through promotion and facilitation of everyday walking for short journeys.

To enable easy, convenient and safe independent mobility for everyone:

21. Make Scotland's roads safer for pedestrians and other users.
22. Strengthen training and other resources for practitioners in paths and greenspace design, construction, maintenance and management.
23. Strengthen training and support for walkers, with a particular focus on young people and underrepresented groups (e.g. map reading, leader training, mountain safety, and Scottish Outdoor Access Code awareness).
24. Increase the perception of security for walking environments (e.g. via landscape/public realm design and maintenance).
25. Explore developing and implementing a footway condition survey to complement the Scottish Road Condition Maintenance Survey.

2.4 A Long Term Vision for Active Travel in Scotland 2030

<p style="text-align: center;">A Long Term Vision for Active Travel in Scotland 2030</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2014</p>

A Long Term Vision for Active Travel in Scotland sets out a vision for more people to be walking and cycling everyday journeys. Achieving this ambition will move Scotland towards the following objectives:

Better health and safer travel for all – Environments in which walking and cycling are easy choices will be safer for everyone, promote healthy living choices, treat and prevent disease and reduce health inequalities.

Reducing inequalities – Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes

Cutting carbon emissions and other pollution – More people choosing to walk and cycle will reduce pollution from motorised travel and so help tackle climate change and improve air quality

Delivering liveable, more pleasant communities – Places that are pleasant and practical for walking and cycling, with better pedestrian and cyclist safety will improve people’s lives in many ways, including feeling connected to the community. Communities where people value and use the active travel network, comprising streets, roads and path networks.

Supporting delivery of sustainable economic growth – Places that are designed for walking and cycling are generally more attractive. Scotland’s communities will benefit from this, becoming more desirable places to live and work so helping attract investment and economic activity.

The vision is for many more people to be walking and cycling for everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling. Active travel is seen as the norm, regardless of gender, ethnicity, age, or background. Roads are quieter and safer, encouraging more people to walk and cycle for shorter journeys. Far more people will get about cheaply for work, studying, shopping and socialising.

Infrastructure will ensure the built environment puts people and place before the movement of motor vehicles. Main roads into town centres all have either segregated cycling provision or high quality direct, safe, and pleasant alternatives. Comprehensive active travel networks are available for walking and cycling. All schools have safe routes for pupils who are confident to walk or cycle to them along with 20mph or lower speed limits.

Pedestrian and cycle ways are maintained to a fit-for-purpose standard for users of all abilities and given equal priority to carriageways. Roads maintenance programmes are prioritised to facilitate active travel.

Transport and land use planning have undergone a major shift away from vehicle movements towards creating a sense of place and prioritising travel by active modes, with a strong emphasis on sustainable and people centred planning and design. City and town centres are people focussed with easy pedestrian and cycle access.

A highly efficient, comfortable, affordable and high quality public transport system, with multi-modal interchanges, encourages drivers and their passengers to choose to use buses and trains in preference to the car. Active travel is integrated with public transport to provide an attractive alternative to car use for longer journeys.

As a result of changes in attitude and behaviour towards active travel there will be increased numbers of pedestrians and cyclists. There is a mutual understanding between drivers, pedestrians, and cyclists. This is linked to a sustained education and training provision. Car clubs, car hire and other forms of shared provision are common choices, facilitated by continuing advances in mobile technology and intelligent cars. This allows people to choose the most appropriate vehicle for any non-active travel trip. There are appropriately reduced speed limits (including 20mph) in urban and rural areas where there is, or could be, a high level of pedestrian and cycle activity, particularly where there are easily accessible alternative routes that could allow motor traffic to travel more efficiently.


Communities are involved in the development, management and promotion of active travel networks and interventions in their area using the skills, knowledge and capacity in the community.

Community Planning Partnerships and all partners recognise the preventative benefits of active travel by prioritising investment in walking and cycling as a means of achieving key national and local social, environmental and economic outcomes related to improving health and wellbeing, reducing carbon

footprints and supporting sustainable economic growth. Development planning and management focus on the concept of walkable neighbourhoods, ensuring a mix of facilities within walking and cycling distances of where people live, and that population densities are sufficient to make public transport and local services viable. All new developments follow design guidance such as *Designing Streets*, putting people and place before vehicle movement.

Walking and cycling have a major leisure role across Scotland, as an alternative to car-facilitated recreation. Walking and cycling as leisure, sport, or recreation helps develop skills and build the confidence to make use of the active travel networks. Investment in active travel, recreational and sport cycling facilities can complement each other in providing the skills and confidence required for everyday active travel.

2.5 National Planning Framework 3

<p style="text-align: center;">National Planning Framework 3</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2006 – Refreshed in 2015</p>


The National Planning Framework 3 (NPF3) is a long-term strategy for Scotland, setting out the Scottish Government’s development priorities over the next 20 to 30 years and identifying key strategic national developments. The NPF3 is accompanied by an Action Programme identifying how it should be implemented, by whom, and when. Any statutory development plans must give consideration to the NPF.

One of the four main outcomes of NPF3 is: “Planning makes Scotland a connected place supporting better transport and digital connectivity.”

Section 5.5 in Chapter 5 ‘A Connected Place’ highlights that CO₂ emissions from the transport sector remain high, representing almost a quarter of the country’s total emissions. NPF3 states the Government aims to increase walking and cycling levels to mitigate against this and will be looking to see measures in place to support this in urban and rural areas. Section 5.6 outlines the ambition to grow the country’s network of electric vehicle charging points in order to realise the government’s vision of completely de-carbonised road transport by 2050.

Section 5.14 states the government will encourage Local Authorities to develop at least one exemplar walking and cycling friendly settlement to demonstrate how active travel networks can be improved to meet the national vision of increased cycling. These settlements will also become nodes on the national strategic network. These concepts have been taken forward already by EDC through the Active travel Strategy where the action plans propose Milngavie and Kirkintilloch as ‘Active Travel Towns’, with improved infrastructure and connections to nationally significant routes.

2.6 Scottish Planning Policy

<p style="text-align: center;">Scottish Planning Policy 2014</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2014</p>

Published in 2014, SPP is a statement of Scottish Government policy on how nationally important land-use planning matters should be addressed across the country. It is non-statutory, yet Section 3D of the Town and Country Planning (Scotland) 1997 Act requires that functions relating to the preparation of the National Planning Framework by Scottish Ministers and development plans by planning authorities must be exercised with the objective of contributing to sustainable development.

The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The SPP sets out policy principles in order to ensure planning creates a better place. This policy will look to follow these principles, including a spatial strategy to promote; a sustainable pattern of development, design in line with Designing Streets, facilitating accessibility, protecting and enhancing the environment, making efficient use of existing infrastructure and giving weight to net economic benefit. The strategy will look to create environments that are easy to move around, within and without, placing the needs of people above the motor vehicles.

Policy Principles: 270 states that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transportation modes; and
- Facilitate freight movement by rail or water.

SPP states that development plans should take account of the relationship between land use and transport. It highlights the link between development and the effect on the existing network including environmental and operational constraints and proposed or committed projects. This is important, as land being set aside for a potential local project may be in conflict with a national strategic project and could encounter difficulties when seeking to progress.

Development plans should set out spatial strategies that support development in locations that allow walkable access to amenities and access by cycling or public transport. The overall aim is to support development in locations accessible by walking and cycling then public transport then private car, in that order. Integration between modes should not be ignored.

Through the development plan process, transport appraisals of the impacts of the spatial strategy and its reasonable alternatives on the transport network should be carried out. An appraisal should be proportionate to the nature of the issues and proposals being considered and if impacting on the strategic network, Transport Scotland should be engaged in the process at the earliest opportunity. The SPP also sets out National Parking Standards for certain types and scales of development.


Scottish Planning Policy has established that there are six qualities of successful places, of which, two relevant qualities are:

1. Safe and Pleasant: Our streets and spaces should be safe and pleasant so they are well-used and valued by all users, but especially pedestrians and cyclists.
2. Easy to move around: All new developments must support the easy movement of pedestrians and cyclists (in particular) with clear movement hierarchies for private cars and public transport routes based on Designing Streets principles.

SPP also states that when a development of change of use is likely to cause a significant rise in trip numbers, a transport assessment should be carried out, identifying any cumulative effects. It also sets out conditions where planning permission for development should not be given. Specific guidance is provided in – DPMTAG – Transport Assessment Guidance ³.

³ [https://www.transport.gov.scot/media/4589/planning_reform - dpmtag - development management dpmtag ref 17 - transport assessment guidance final - june 2012.pdf](https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref_17_-_transport_assessment_guidance_final_-_june_2012.pdf)

2.7 Cleaner Air for Scotland 2015

<p style="text-align: center;">Cleaner Air for Scotland</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2015</p>

Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) is a national cross government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution to protect human health and fulfil Scotland’s legal responsibilities as soon as possible.

The vision is for Scotland to have the best air quality in Europe.

A series of actions across a range of policy areas are outlined, and there are a number of important new initiatives:

- a National Modelling Framework;
- a National Low Emission Framework;
- adoption of World Health Organization;
- guideline values for particulate matter in Scottish legislation; and
- proposals for a national air quality awareness campaign.

CAFS identifies transport as a key cause of poor air quality and acknowledges that a sixth of PM₁₀ and over a third of NO_x is caused by road transport. It sets out the transport conditions that affect air quality and lists Transport Scotland’s high level NTS strategic outcome as:

“To ‘reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health.’

To achieve this strategic outcome, Transport Scotland has prioritised:

- seeking low carbon technology and infrastructure with reduced emissions; and
- Demonstrating environmental sustainability through the delivery of environmental protection across Transport Scotland’s operations.

CAFS has stated objectives and pledges to:

- Ensure that all local authorities have a corporate travel plan (perhaps within their carbon management plan) that is consistent with any local air quality action plan
- Finalise and deliver the National Walking Strategy Delivery Plan by 2016
- Work collaboratively with partners to deliver our shared vision in the Cycling Action Plan for Scotland that by 2020, 10% of everyday journeys will be made by bike
- Review support for green buses by 2016, including the scope for supporting retrofitting existing vehicles, taking account of technological and market developments and the need to tackle air quality as well as climate change
- Evaluate the Bus Investment Fund in 2016 to learn from supported projects and inform decisions on options for future support for local projects to improve public transport
- By 2016, review the Bus Operators Grant including options to incentivise the use of low emission buses
- By 2016, review guidance and legislation on the powers of local transport authorities regarding bus services to see if they could be made more effective and to ensure enough priority is given to air quality alongside other considerations
- Continue delivering actions contained in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles
- Review the Roadmap and develop a post -2015 plug-in vehicle action plan
- Work with key partners to investigate the use of hydrogen as a transport fuel and explore wider environmental and economic opportunities to use hydrogen for energy applications – especially in promoting renewables, energy balancing and storage
- Continue to engage with our partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050
- Encourage each local authority with an AQMA to establish a Freight Quality Partnership (or utilise an existing RTP Freight Quality Partnership) and consider appropriate measures for improving local air quality by 2017
- Encourage freight quality partnerships to extend their activities to include consideration of the environmental

Part of the commitments within CAFS is to work with partners to ensure delivery of Cycling Action Plan for Scotland every year up to 2020 and completion of National Walking Strategy Delivery Plan by 2016.

CAFS identifies key performance indicators which it suggests should be used for monitoring progress. The KPIs are:

- % change in NO₂ at each monitoring location, averaged over a three-year period.
- % change in PM₁₀ at each monitoring location, averaged over a three-year period.
- Share of public transport journeys in the overall modal split – % change and/or comparison to the national average.
- Share of low emission vehicles in the overall modal split – % change and/or comparison to the national average.
- Share of cycling and walking journeys in the overall modal split – % change and/comparison to the national average.

CAFS presents an action plan split into themes addressing various aspects of air quality issues. The themes can be summarised as:

Communication – actions related to awareness raising campaigns and developing a Scottish air quality indicator

Legislation and Policy - Local Air Quality management – new system development, a PM 10 framework established and revised action plans to demonstrate how compliance with EU standards will be achieved.

National Modelling – a range of actions relating to data collection, establishing regional models, development of guidance for practitioners, establishing national databases, standardised appraisal processes and software tools.

Health – World Health Organisation guidelines for PM10 and PM25 to be included in Scottish legislation, NHS boards to include air quality in their joint action plans. Legislation to require local authorities to monitor PM_{2.5} was introduced in April 2016.


Transport – large range of actions aimed at reducing journeys, low emission vehicles relating to: ensuring organisations have travel plans, supporting CAPS and NWS, various actions related to buses including support for green buses, Bus Infrastructure Fund, review of LA's powers regarding bus services, low emissions vehicles including Plug in vehicle action plan, investigation with partners into Hydrogen fuelled vehicles, Freight issues such as Freight Quality Partnerships, review of Regional Transport Partnerships and LTS roles and responsibilities in light of the NTS refresh and finally review of AQMAs in relation to trunk roads.

Place making – Expects LAs to review their LDPs to ensure they are consistent with CAFS, and work with SEPA and Environmental Protection to produce updated guidance on Air Quality.

Climate Change – ensure future updates to Low Carbon Scotland – Meeting our Emission reduction targets take into account Air Quality impacts, expects that any LA undertaking a SEAP must consider Air Quality impacts, and Forestry Commission Scotland to publish updated guidance on impacts of biomass on Air Quality.

Clearly, the transport actions within CAFS will have a direct influence on the Council's Local Transport Strategy and in the main, actions aimed at achieving a modal shift and reducing private car journeys are central to this. Given the NTS refresh, there are comprehensive actions relating to the bus industry in particular and these actions should be supported at a local level in partnership with the RTP in order to deliver transport benefits and to improve air quality directly.

2.8 Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022

<p>Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022</p>	
<p>National Policy</p>	<p>2010 – 2022</p>

Low Carbon Scotland (LCS) sets out how Scotland can deliver annual targets for reductions in emissions to 2022, including a 42% reduction in emissions by 2020 compared to a 1990 baseline. It explains that the Climate Change (Scotland) Act 2009 requires Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. This Report covers the period from 2010-22, and sets out Ministers’ proposals and policies to meet annual targets, including the 2020 target of 42%, over that period.

LCS also outlines that Scotland’s Climate Change Delivery Plan was published in June 2009, and described the four transformational outcomes needed in order to meet the 2050 target:

- A largely decarbonised electricity generation sector by 2030;
- A largely decarbonised heat sector by 2050, with significant progress by 2030;
- Almost complete decarbonisation of road transport by 2050 with significant progress by 2030;
- A comprehensive approach to ensure that carbon (including the cost of carbon) is fully factored into strategic and local decisions about rural land use.

Low Carbon Scotland is structured around the key sectors of energy supply, homes and communities, business and the public sector, transport, rural land use and waste. For each of these sectors, policies to reduce greenhouse gas emissions are identified, as are a number of proposals for further consideration.

Taken together, these policies and proposals show that it is possible to meet the annual targets established by the Climate Change (Scotland) Act 2009 each year from 2010 to 2022.

The LCS states that Transport emissions, including international aviation and shipping, make up just over a quarter of Scotland's total emissions, and more than two thirds of these emissions come from road transport. It continues to state that transport is the only sector in which emissions have actually increased since 1990, although emissions in 2008 were slightly lower than in 2007.

It sets out milestones for transport to be in place by 2020 as:

- a mature market for low carbon cars, resulting in average efficiencies for new cars of less than 95 gCO₂ /km;
- an electric vehicle charging infrastructure in place in Scottish cities;
- personalised travel planning advice provided to all households;
- effective travel plans in all workplaces with more than 30 employees; and
- at least 10% of all journeys made by bicycle. (CAPS target)

The report also highlights that although some transport policy is devolved, EU and UK Government policies have a significant impact on emissions reductions in Scotland. During development of LCS, the European Commission was in the process of setting mandatory targets for the emissions-intensity of new cars and vans, which apply to all vehicle manufacturers, this is now in place.

LCS describes and summarises a number of Scottish policies and proposals, some of which have already been delivered by 2016 or have demonstrated significant progress by 2016. Devolved action focuses on encouraging people to switch to more sustainable forms of transport; making fuel efficient driver training and advice available to drivers; preparing for the longer term shift to low carbon vehicles (LCVs); improving rail transport; using planning policy to make development more accessible; and encouraging increased levels of cycling and walking:

The policies described in LCS are listed below:

- Eco-driving advice and information
- Low Carbon Vehicle Procurement Support Scheme
- Plugged-in Places Programme
- Scottish Green Bus Fund
- Provision of fuel efficient driving training for drivers of HGVs and freight vans
- Intelligent Transport System (ITS) Action Plan

- Smarter Choices, Smarter Places
- Ferries Review
- Cycling Action Plan for Scotland,
- Funding of £200,000 was provided to CarPlus (Car club development organisation)
- Edinburgh to Glasgow Rail Improvements (Edinburgh Glasgow Improvement Programme – EGIP)
- Scottish Planning Policy influences the location, density and form of development to make access by public transport and active travel easier and reduce travel demand.


Proposals for further action were packaged into three groups:

- Driving more efficiently: extension of eco-driving training/promotion for car drivers; more strictly enforcing 70 mph speed limits on trunk roads; further support for low carbon vehicle infrastructure and procurement; more efficient freight and van transport; Intelligent Transport Systems on trunk roads; and maritime transport efficiency improvements.
- Widening travel choices: more intense delivery of travel planning for schools, households and businesses; improved cycling and walking infrastructure; encouraging the formation of more car clubs; encouraging improved, more efficient local buses and taxis; and further mode shift of freight from road to rail or water where appropriate.
- Reducing the need to travel: the creation of mixed use “community hubs” in smaller settlements to reduce the distances people need to travel for work and other purposes.

The LCS states that with an ambitious implementation of all of the above, proposals could result in abatement in 2020 of 1.1 MtCO₂e, giving a total abatement of 2.5 MtCO₂e (including estimated abatement from EU policies) from all policies and proposals in the Transport sector. Transport emissions would be 11.6 MtCO₂e in 2020, 13% lower than in 1990.

The LCS document highlights that there are many aspects of transport that are not devolved or beyond the scope of the Scottish Government such as; High Speed Rail, standards of rolling stock used for cross border journeys, vehicle licensing and emissions standards implemented by the UK run DVLA (Driving and Vehicle Licensing Authority), and emissions from the aviation sector that could contribute to reduction of national emissions.

2.9 Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)

<p>Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)</p>	
<p>National Policy</p>	<p>2013 – 2027</p>

In implementing RPP2 the Scottish Government’s approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.


The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel. Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, CAPS and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.


2.10 Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015. (Formerly Scottish Climate Change Declaration)

<p>Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015</p>	
<p>National Policy</p>	<p>2015</p>

Following an announcement in 2014, it is now mandatory for all public sector bodies to report on their climate change duties from 2016 onwards. This was brought about by The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 and is generally referred to this as required climate change reporting (to the Scottish Government) or ‘mandatory Climate Change Reporting’. This does include listing of measures contributing to mitigation of climate change. These actions are described but no quantitative effects of these measures are postulated. The implication is that transport projects and policies that will mitigate climate change will be included in the climate change reporting submission without estimated emissions reduction effects. However, the submission will be based on DECC data which is published annually on a 2 year lag along with a list of projects that make a positive contribution in order to demonstrate progress in every sector.

The Council’s annually submitted plan outlines commitment to development of a Sustainability & Climate Change Framework for East Dunbartonshire with an associated action plan and reporting framework.

2.11 Climate Change (Scotland) Act 2009

<p style="text-align: center;">Climate Change (Scotland) Act 2009</p>	
<p style="text-align: center;">National Policy</p>	<p style="text-align: center;">2009</p>

The Climate Change (Scotland) Act 2009 postulated greenhouse gas emissions reduction targets for 2020 and 2050, with linked targets set in relation to energy efficiency and meeting heat demand and electricity demand by renewable resources. This includes a target for 11% of heat consumed in 2020 to come from renewable sources, complementing a target to reduce total final energy consumption in Scotland by 12% in relation to a baseline of the average energy consumption in 2005-07.

The following text is taken from the Scottish Government website ⁴

“Part 1 of the Act, creates the statutory framework for greenhouse gas emissions reductions in Scotland by setting an interim 42 per cent reduction target for 2020, with the power for this to be varied based on expert advice, and an 80 per cent reduction target for 2050. To help ensure the delivery of these targets, this part of the Act also requires that the Scottish Ministers set annual targets, in secondary legislation, for Scottish emissions from 2010 to 2050.

⁴ <http://www.gov.scot/Topics/Environment/climatechange/scotlands-action/climatechangeact>

The Scottish Ministers will take advice on the targets they set. In the first instance this advice will be provided by the UK Committee on Climate Change. However, Part 2 of the Act contains provisions which will allow the Scottish Ministers to establish a Scottish Committee on Climate Change or to designate an existing body to exercise advisory functions should it be decided that this is appropriate.

Part 3 places duties on the Scottish Ministers requiring that they report regularly to the Scottish Parliament on Scotland's emissions and on the progress being made towards meeting the emissions reduction targets set in the Act.

Part 4 places climate change duties on Scottish public bodies. This Part also contains powers to enable the Scottish Ministers, by order, to impose further duties on public bodies in relation to climate change.

The Act includes other provisions on climate change in Part 5, including adaptation, forestry, energy efficiency and waste reduction. Public engagement is a significant feature of Part 6 of the Act, which also includes provision on carbon assessment.”

The targets of a 42% reduction by 2020 and an 80% reduction target by 2050 are highly ambitious and a concerted effort by all sectors will be required to achieve progress towards this. Part 4 of the Act places enforceable duties on public bodies and the mandatory reporting system is now in place. While there is no legislation for enforcement of private individuals or companies to reduce emissions, local authorities can play their part by providing support, infrastructure and information to assist organisations and individuals to reduce their emissions and contribute to this ambitious target.


This legislative commitment underpins a national responsibility to aim to reduce emissions and as transport accounts for approximately one quarter of Scotland's emissions, transport has a crucial role to play in contributing to this reduction target.

Following the increased global ambition represented by the Paris Agreement, the Programme for Government 2016-17 committed to a new Climate Change Bill to reduce emissions further. Proposals for a new Bill were outlined by Cabinet Secretary for Environment, Climate Change and Land Reform, Roseanna Cunningham in June 2017.

3. Regional Policy

3.1 Strathclyde Partnership for Transport

A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)

A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)	
Regional Policy	2008 – 2021

Regional Transport Partnerships (RTPs) form the regional link between national government and local authorities. Strathclyde Partnership for Transport is the RTP for west, central Scotland and has twelve local authority members, including East Dunbartonshire. RTPs have a statutory obligation to produce a Regional Transport Strategy (RTS) covering all modes and cross local authority boundaries.

RTPs were created in 2005 in Scotland to replace Passenger Transport Executives to strengthen the planning and delivery of regional transport to better serve needs of people and businesses. The Transport (Scotland) Act 2005 placed a statutory duty on all seven Scottish RTPs to produce a regional transport strategy. The RTS for Strathclyde was published in 2007 by (SPT), and presents a vision for “A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. Further to this, the RTS presents ‘Shared Goals to Scottish Government Strategic Objectives’, these are:

- Develop the economy - through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, by improving transport integration.

- Promote social inclusion and equality - by providing a transport system that is safe, accessible and affordable to all sections of the community
- Improve health and protect the environment - by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.

In order to achieve these shared goals, the following objectives are presented:

- Safety and Security - to improve safety and personal security on the transport system;
- Modal Shift - to increase the proportion of trips undertaken by walking, cycling and public transport;
- Excellent Transport System - to enhance the attractiveness, reliability and integration of the transport network;
- Effectiveness and Efficiency - to ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight;
- Access for All - to promote and facilitate access that recognises the transport requirements of all;
- Environment and Health - to improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system; and
- Economy, Transport and Land-use Planning - to support land-use planning strategies, regeneration and development by integrating transport provision.

Through these objectives, the RTS aims to facilitate the following outcomes, aligned with the Scottish Government's National Outcomes:

- Improved connectivity
- Access for all;
- Reduced emissions and
- Attractive, seamless, reliable travel.


The RTS has 17 priorities in its strategy but with a focus on:

- Step change for bus services
- Revitalise the subway network
- Improve cross city and cross region links along strategic corridors
- Improve access to services like healthcare and education
- Planning for transport for the Commonwealth Games
- Improving sustainable connectivity for business and freight

The SPT RTS is currently in the early phases of being renewed.

For further information on the process to prepare the new Regional Transport Strategy, please visit: www.spt.co.uk/vision

3.2 SPT Bus Policy (10 Point Plan for Bus)

SPT Bus Policy (10 Point Plan for Bus)	
Regional Policy	2012 (Refreshed 2014)

With the intention of stimulating debate through the development and promotion of proposals for changes to bus policy at national level – Strathclyde Partnership for Transport (SPT) produced an action plan known as the '10 Point Plan' for bus. This work aims to deliver a higher standard of bus offering from all partners while being cognisant of the current public sector funding position.


Bus services remain, by far, the main public transport mode for people and communities across Scotland. Across the country, bus accounts for 79% of all public transport journeys, with the market in the west of Scotland split into circa 93% commercially-operated/7% fully supported by SPT.

10 Point Plan

1. To allow Public Transport Authorities (PTAs) – like SPT - to secure (or provide) bus services where there is clearly a need, even if it may be in conflict with the perceived commercial view of the operator.

2. Public Transport Authorities should be given powers to require compulsory participation in ticketing schemes that are introduced in their areas.
3. The modifications to provisions on Statutory Quality Partnerships introduced in England and Wales in the Local Transport Act 2008 should also be introduced in Scotland.
4. Consideration should be given to compliance inspectors/ vehicle inspection engineers employed by PTAs who would be trained and certified to VOSA standards, being given relevant powers equivalent to VOSA officers.
5. The Traffic Commissioner should consider not accepting local service registrations submitted by Community Transport groups (S. 22 permit holders) unless the registration is supported by the PTA and the group is registered on the Community Transport database. Additionally, a date should be set for the revocation of all existing Community Bus permits which may then be re-issued subject to application and compliance with minimum quality standards.
6. Where a bus operator enjoys an effective monopoly and may be seeking subsidy from the PTA, the PTA should be given access to service cost and revenue figures to satisfy themselves that the operator is not seeking excessive subsidy costs or acting in an anti-competitive manner.
7. Electronic Bus Service Registration (EBSR) to become the mandatory format for submitting bus registration particulars by 2014, and that such submissions are not accepted without the PTA acknowledging receipt of such information as prescribed in regulations.
8. The Public Service Vehicles (Registration of Local Services)(Scotland) Regulations 2001 should be amended such that the duty to inform the relevant authority(ies) of an application to register, vary or withdraw a bus service is replaced.
9. A Scotland-specific version of the Department for Transport's emerging Guidance on Best Practice in Bus Service Tendering should be published, and include provisions to allow a more streamlined, effective and quicker procurement process, and use of best value, de minimis tendering (with appropriate subsidy limits), service concessions, and utilisation of provisions within the forthcoming Procurement Reform Bill.
10. The law in Scotland to be amended to provide the Traffic Commissioner with powers to reject a local service registration in cases where the applicant fails to consult with the Public Transport Authority, and / or provided the PTA evidences legitimate concerns regarding safety, network coverage, road network capacity, compliance issues, improper conduct, service deliverability, and / or that the service is not in the public interest.

3.3 Clydeplan – Strategic Development Plan (SDP)

<p style="text-align: center;">Clydeplan – Strategic Development Plan (SDP)</p>	
<p style="text-align: center;">Regional Policy</p>	<p style="text-align: center;">2017</p>

City Region as a Connected Place

The SDP acknowledges that modal shift from private to public transport supports moves towards a low carbon economy (consistent with the Scottish Economic Strategy objectives). It also states that increasing active travel through creation of walking and cycle networks and behaviour change has a vital role in achieving these goals, reducing inequalities and creating health benefits.

It lists key current strategies such as the Strategic Transport Projects Review and the related Infrastructure Investment Plan and SPT’s RTS. The document also refers to investment already taken place and proposed schemes through the City Deal such as Glasgow Airport Access Project, Strathclyde Bus Investment Programme and improved transport infrastructure in support of several Community Growth Areas.

The Vision and Spatial strategy is designed to promote sustainable transport options and integrate land use and transport. The SDP highlights that to support this; a complete step change is required on a number of themes, in particular:

- Maximising use of existing infrastructure and recognising that bus is the most used mode across the city region
- Improved public transport provision in terms of quality and frequency
- Focus on regional bus hubs including park and rides
- Support for smartcard ticketing to ensure integration across modes
- Increasing active travel

- Modal shift from private to public modes and towards rail or water in terms of freight.


A range of core transport corridors and strategic options are presented and East Dunbartonshire features with two inclusions. The A803 Glasgow / Bishopbriggs / Kirkintilloch corridor is included with identified potential options as a Quality Bus Corridor, EGIP and Park and Ride options. The A81 is also included with the Glasgow/Bearsden/Milngavie corridor stating improved heavy rail frequency and a quality bus corridor identified as possible options.

The SDP states that given the significant levels of on-going investment in the strategic road, rail and public transport networks and the city deal projects, it is proposed that Clydeplan, Transport Scotland and SPT undertake a strategic review of the west central Scotland area in order to consider areas for further study.

The SDP has a specific policy for creation of a strategic walking and cycling network. Furthermore Clydeplan discusses the importance of enhancements to sustainable access to Glasgow Airport. Clydeplan also supports development of High Speed Rail to the city region in order to improve wider connectivity.

4. Local Policy

4.1 Local Outcomes Improvement Plan


<p style="text-align: center;">Local Outcomes Improvement Plan</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2017 – 2027</p>

The East Dunbartonshire Local Outcomes Improvement Plan (LOIP) sets the outcomes that the council wants to achieve in conjunction with the people and communities of East Dunbartonshire. The LOIP 2017-2027 reiterates the strategic direction, priorities and outcomes which have been agreed for delivery with community planning partners. The Plan is based on a robust analysis of local need, evidenced through engagement with local people and communities together with data taken from the 2011 Census and Scottish Index of Multiple Deprivation.

The LOIP sets out 6 local outcomes that aims to achieve the best with the people of East Dunbartonshire. The LTS can potentially support all the outcomes indirectly, but can directly support the following 3 outcomes.

- East Dunbartonshire has a sustainable and resilient economy with busy town and village centres, a growing business base, and is an attractive place in which to visit and invest.
- Our children and young people are safe, healthy and ready to learn
- East Dunbartonshire is a safe place in which to live, work and visit
- Our people experience good physical and mental health and wellbeing with access to a quality built and natural environment in which to lead healthier and more active lifestyles

4.2 East Dunbartonshire Council – Local Transport Strategy 2013-2017

<p style="text-align: center;">Local Transport Strategy</p>	 <p style="text-align: center;">East Dunbartonshire Council www.eastdunbarton.gov.uk</p>
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2013 – 2017</p>

The East Dunbartonshire LTS was published in 2013. The LTS has three action plans, one for active travel, one for public transport and a third for roads and parking.

The LTS was developed in partnership with other stakeholders and involved extensive consultation. The strategy consisted of various chapters, including:

- A review of the previous LTS
- Review of changing demography and economy
- Transport network and travel review
- Policy context review
- Consultation
- Issues – these were split by geographical area into four subsections
- Vision and objectives
- Action Plan
- Targets, Monitoring and evaluation

The review highlighted a declining and aging population with a corresponding fall in economically active people and the wage differential between those who live in the area and those who work in the area is high. The review identified that commuting is an important issue for East Dunbartonshire.

A review of the active travel network and infrastructure investment was carried out. A review of rail travel identified that patronage had increased significantly and that the EGIP programme was planned to deliver increased capacity on the lines. The review of bus services showed that bus patronage had fallen in the area and nationally. It was also recognised that ensuring comprehensive service cover across the area is challenging due to financial viability. Most bus services are commercially operated and as such, non-viable services require to be subsidised. Distance travelled on the roads and traffic had decreased, likely due to the economic downturn in 2008. East Dunbartonshire has a higher than average rate of car ownership.


The policy context chapter took account a range of national, regional and local policy documents published prior to 2013.

The LTS carried out consultation and stakeholder questionnaires. The responses highlighted that the issues most important to people were; maintaining the roads and paths, improving public transport and improving road safety. Other topics like repairing potholes, road surfacing and winter maintenance were identified as priorities. Other measures such as improving walking and cycling access to stations, off road cycle lanes and path upgrades were identified as active travel priorities. Improving public transport services, increasing parking capacity at public transport infrastructure and working with partners to encourage integration were identified as good priorities. Respondents highlighted that encouraging modal shift to sustainable modes of transport and improving street design to ensure that walking and cycling are enabled was important.

The LTS highlighted seven transport objectives:

- Delivering a safe transport network across all modes
- Improving the health and wellbeing of the community through promoting sustainable travel, attractive well designed streets and active travel routes throughout East Dunbartonshire
- Enhancing the accessibility of services, facilities and businesses in East Dunbartonshire, which promotes social inclusion
- Delivering reliable and efficient public transport services through close working with key transport partners and providers in order to achieve modal shift
- Ensuring that existing roads and footways are maintained incorporating high environmental and design standards
- Developing a transport network that supports both the local and wider region through delivering sustainable economic growth and travel, while conserving and enhancing the natural and historic environment where possible
- Ensuring that the impacts from transportation on the environment and air quality are mitigated in order to work towards the targets set out in the Climate Change Act 2008.

4.3 East Dunbartonshire Council - Active Travel Strategy – 2015-20120

<p style="text-align: center;">Active Travel Strategy</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2015 – 2020</p>

East Dunbartonshire Council’s Active Travel Strategy was published in December 2015 and contains a comprehensive active travel network review as a background report. The ATS sets out two action plans; one related to Infrastructure and another related to behaviour change. The ATS will form a significant part of the LTS and will in particular ensure that active travel actions will link effectively with other modes of transport, both public and private.

Given the recent publication of this work, it should not be necessary to reproduce the same work but use findings that arose through the ATS process to inform the LTS. The ATS aims to be consistent with government and regional targets and aspirations while also bearing in mind results from the recent Route Corridor Studies.

The ATS carried out a comprehensive network review along with a SWOT analysis before producing two actions plans that were directly linked to the strategy aims. The ATS has the following aims:

1. Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.
2. Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards.
3. Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

Aim 1: Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.

The strategy’s first aim focuses on increasing the number of journeys made by walking and cycling and explicitly mentions the need to facilitate journeys, which implies carrying out works to actually enable active travel. This aim identifies increasing everyday journeys but also leisure journeys.

Aim 2: Deliver a connected network of active travel routes and infrastructure.

The second aim explicitly mentions delivery of a more connected network and reduces the risk of the strategy generating projects which fail to address gaps in the existing network. Successful delivery of this aim is likely to act as an enabler for those considering using active travel for everyday journeys but currently do not. It is likely to make a positive contribution to delivery of the overall vision for active travel in the authority area.

Aim 3: Facilitate delivery of behavioural change, through activities such as training and promotion of active travel

The third aim acknowledges the need to make active travel easier for people to undertake in order to deliver widespread behavioural change. This aim identifies that measures such as programmes of training and promotion need to be carried out in tandem to ensure both those who require training and those who simply need more information to enable them to walk or cycle more are enabled.

The ATS is committed to producing a monitoring report every two years.

4.4 East Dunbartonshire Council – Local Development Plan

<p>Local Development Plan</p>	
<p>Local Policy</p>	<p>2017 - 2022</p>

The Local Development Plan sets out a strategy for land use in East Dunbartonshire and provides a set of policies used to determine planning applications. The LDP outlines the Council’s approach to adopting an integrated approach to development, land use and transport, and supports the enhancement of a sustainable transport system that will facilitate economic growth and fulfil the area’s development needs. In particular, new developments require to be

well served by frequent and accessible public transport services, and walking and cycling infrastructure to ensure that a range of sustainable, practical and healthy travel options are enjoyed by people who visit, live or work in East Dunbartonshire.

The Plan states that:

- Development should be directed to locations where, in line with Scottish Planning Policy the need to travel is reduced, there are already existing public transport services and active travel routes, and the effect on air quality is minimised.
- Development should not have a detrimental effect on strategic road or rail networks, public transport or active travel infrastructure. When development is likely to have a significant adverse effect on the transport network, proposals should include provision for associated infrastructure or measures that will relieve pressure on the network and mitigate against negative impacts.
- In order to deliver this infrastructure all significant proposals for travel-generating uses are expected to be accompanied by a comprehensive transport assessment and travel plan which outlines measures required to mitigate impacts of developing the site on the wider network. Such infrastructure should be provided as part of the development by the developer and/or through a planning obligation.
- An Air Quality Assessment should be carried out when a development is likely to cause detrimental effects on air quality, especially if affecting existing Air Quality Management Areas. Furthermore, the provisions of air quality management plans will be a key consideration in assessing proposals with potential to impact on local air quality in these areas.

4.5 East Dunbartonshire Council – Core Path Plan

<p style="text-align: center;">Core Path Plan</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2009</p>

The development of the Core Path Plan was carried out in terms of the Land Reform (Scotland) Act 2003 and the associated guidance. Over 1000 East Dunbartonshire residents, representative of all communities, were involved in the early consultation process which identified the routes to be considered for inclusion. The routes were then assessed against a series of criteria and in consultation with East Dunbartonshire Access Forum, the Draft Core Path Plan was drawn up. These were considered by the Access Panel and the Council and the necessary modifications made to the Plan.

A Core Path can be a remote and grassy path or black tarmac and urban. Not every path in East Dunbartonshire is adopted as a Core Path. Core Paths are well used, connect people to where they want to go and connect to each other. The Core Path network forms a strong skeleton of routes. Those paths not designated as Core Paths flesh out this skeleton, completing the network and fulfilling important roles as local paths. As with other Core Paths Plans across Scotland not every user will be able to use every Core Path. However, the aim is to ensure that the least restrictive boundary crossings and access points will be installed on our Core Paths. To help people navigate the network, Core Paths are signposted and are promoted.

The Land Reform (Scotland) Act 2003 states that a Core Path Plan should be “sufficient for purpose”. The extent of the path network has been established by the views expressed during public consultation.

A number of principles underpin the EDC Core Path Plan:

- The Core Path Network will bring our communities together. Paths will start and finish near where people live. Paths will link people to their town centres, work places and schools.


- Through time each Core Path will be sign posted at key access points and the least restrictive access option will be used where gates and barriers are required.
- Core Paths will be “fit for purpose”. This means that a path should be of a standard appropriate for the anticipated users and location. A Core Path in the Campsie Fells can be a simple sheep track while an urban Core Path may have street lighting and bitumen surface.
- The Plan is the foundation for building our path network - a network that will provide many benefits. Most importantly it will secure a fundamental entitlement, the freedom to walk unimpeded through our towns, villages and countryside.
- The Forth and Clyde Canal, Allander/Kelvin Way, and the Strathkelvin Railway Path provide the basic scaffolding for the Plan. Connecting into this are the second tier of routes identified as having special importance to local communities. The network is fully fleshed out by local or less used routes that will not be Core Paths but contribute in their small way to the greater plan.

The CPP has a defined set of objectives:

- The Core Path plan will provide for walkers, cyclists, and horse riders of all abilities.
- The Core Path Plan will improve the health and well-being of our communities by delivering a path network that gives everyone opportunities for uncomplicated everyday physical exercise.
- The Core Path Plan will support the reduction of traffic congestion and pollution by providing everyone with opportunities to make journeys on foot and by bike.
- Building on the growth in walking and cycling, the Core Path Plan will support local business by bringing visitors to the area, using our key routes such as the West Highland Way, the Forth and Clyde Canal and the Campsie Hills as destinations.
- The Core Path Plan will support good farming and land management and minimise irresponsible behaviour by proactively managing access to the countryside.

Each path was selected following careful public consultation and a consideration of the Core Path selection criteria. The Land Reform (Scotland) Act 2003 (sections 17 – 20) set out that each Local Authority must draw up a Core Paths Plan that “provides the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. This basic framework of routes will link into and support wider paths.” The Council believes that this Core Paths Plan gives the people of East Dunbartonshire a path network that enhances the daily quality of life and provides in many cases, feasible travel options as well as leisure routes.

4.6 East Dunbartonshire Council – Economic Development Strategy

<p>Economic Development Strategy</p>	
<p>Local Policy</p>	<p>2017-2020</p>

The 2017-2020 Economic Development Strategy sets out four priorities of; Town and Village centres, Business Support and Growth, Increasing Tourism and Sustainable Development. The objectives for these priorities which the LTS will contribute towards are outlined below:

Town and Village Centres

Objective 2 – Creating places that are active, accessible and attractive by ensuring towns are physically appealing, pedestrian friendly, well-connected to local assets and have good quality spaces and infrastructure.


Increasing Tourism

Objective 9 – Investigating the economic benefit generated from local tourism assets, benchmarking from other areas, and using this knowledge to develop and improve tourism infrastructure and assets.

Sustainable Development

Objective 11 – Attracting pedestrians and cyclists into town centres by ensuring there are high quality parks and routes to surrounding areas nearby; and promoting behaviour change initiatives for active travel, reducing reliance on cars and carbon emissions

4.7 East Dunbartonshire Council – Green Network Strategy

<p style="text-align: center;">Green Network Strategy</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2017 – 2022</p>

The GNS aims to protect and enhance the green network in East Dunbartonshire and has undertaken an opportunities mapping exercise in partnership with the Central Scotland Green Network Partnership which aims to identify clear opportunities for setting priorities for enhancement.

The GNS has close links with the Active Travel Strategy as some of the Active Travel network is clearly part of the green network. The ATS states that any new infrastructure will take cognisance of emerging priorities within the GNS and any new active travel infrastructure will be delivered to the highest environmental standards.

Policies within the next LTS will affect the green network and will take into consideration protected statuses identified through the GNS.

The GNS Ambition and Objectives are given below:

Ambition:

East Dunbartonshire is an attractive place to live, work and visit. It's built and natural environment improves the quality of lives, supports wellbeing and safe active travel, enables sustainable economic growth, improves connectivity and allows nature to flourish.

Aims:

- To contribute to the delivery of the vision and outcomes of the Central Scotland Green Network and Glasgow and Clyde Valley Green Network Partnership.
- To protect, enhance and expand the existing green network to realise a range of benefits including improved habitat connectivity, enhanced biodiversity value, improved access to greenspace and provision for active travel, enhanced health and wellbeing, and adaptation to the effects of climate change.
- A functioning and productive green network is seen as vital to society and the environment and measures to achieve this are incorporated into council policies and strategies. The value of the green network is considered in all decision making.

Objectives (by theme):

The objectives have been divided by theme reflecting the multifunctional nature of the green network. In order to deliver an effective and functioning green network, objectives under all themes will have to be realised. The actions and projects that form part of this strategy can only be deemed successful where they integrate objectives across all four themes.

Safeguarding biodiversity

1. Improve the quality and quantity of habitat connections and prevent further fragmentation
2. Support the delivery of the East Dunbartonshire Local Biodiversity Action Plan and take into account the priorities and actions within neighbouring Local Biodiversity Action Plan, where appropriate.
3. Promote sustainable land and natural resource management practices that support and enhance biodiversity.
4. Promote the importance of biodiversity to society's health and wellbeing and encourage it to be accounted for at all levels of Council decision-making processes.

Mitigating and Adapting to a Changing Climate

1. Maintain and where possible improve the capacity of our natural environment to store carbon.
2. Support measures within the East Dunbartonshire Active Travel Strategy and emerging Sustainability and Climate Change Framework to reduce greenhouse gas emissions
3. Ensure new developments enhance the existing green network and promote the introduction of green infrastructure.
4. Realise opportunities for catchment scale, natural flood management

Supporting Sustainable Communities


1. Improve safe access to high quality open space and the wider countryside
2. Support development of Long Distance Routes and access to them to help connect East Dunbartonshire to the wider Central Scotland Green Network area and to provide connections between communities.

3. Support mental and physical health agendas and reduce health inequalities by encouraging outdoor exercise and developing positive associations with nature
4. Build community capacity and an appreciation of the green network by supporting opportunities for participation through volunteering, environmental education, training and skills development.

Enabling Sustainable Economic Growth

1. Provide attractive surroundings for business, including exploring the potential for green infrastructure and biodiversity-friendly management of open spaces, in order to stimulate economic growth, inward investment and jobs.
2. Promote an image of East Dunbartonshire as a place with excellent green assets that together represent a unique destination for tourism and day trips.
3. Support the development of local businesses and social enterprise to diversify the economy in line with the forthcoming Economic Development Strategy.

4.8 East Dunbartonshire Council - Carbon Management Plan 2015-2020

<p style="text-align: center;">Carbon Management Plan</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">2015 - 2020</p>

The CMP outlines how the Council will aim to reduce its corporate emissions over a set time period. All local authorities are expected to produce this document and provide figures for estimated emission reductions for respective measures. The CMP covers Council emissions only and does not account for emissions created by other public sector organisations, the private or third sectors.

The latest East Dunbartonshire CMP introduced a new baseline year of 2012/13, where 32,420 tonnes of carbon dioxide equivalent (tCO₂e) were emitted from the use of electricity, natural gas, other fuels and transport (fleet and business travel) and from waste disposal. A target has been set to reduce the Council's total annual carbon footprint by 20% in relation to the baseline year, by the end of financial year 2019/20. Reductions will be achieved through a range of projects including renewables installations, fleet management initiatives and street lighting replacement, supported by a range of 'enabling measures' including policy development support and procurement processes.

The CMP identifies the Council's 2013/14 total CO₂ emissions. 11% of this was comprised of vehicle emissions from council vehicles. The CMP clearly makes the statement of the plan's target as:

East Dunbartonshire Council will reduce its annual carbon footprint by 20% by the end of 2019-20 compared to the 2012/13 baseline carbon footprint.

Chapter 4.2 lists current projects and other projects programmed to take place in the future that will contribute to achieving this target. For transport, the current projects are:

- Replacement of 21 fleet vehicles with reduced-emission models (2013/14)
- Replacement of 11 social and educational transport vehicles at Euro 4 standard with Euro 5 models (2014/15)


Planned future projects are:

- On-going fleet vehicle replacement (annual)
- Introduction of Eco-Driver training (planned for 2014-15)

The CMP also lists supporting activities, with the most relevant to transport being ‘staff travel planning’. The action states: “The Council’s Transport and Access Team includes a Transport Development Officer, whose remit includes facilitating staff transport to and from work by means other than private cars. While the biggest impact of this will be in relation to commuting patterns, which are currently excluded from the scope of this Plan, it is expected that business travel patterns will also benefit, with a move from use of personal cars for business mileage to the use of Council fleet vehicles (which are generally more carbon-efficient) and non-car-based travel.”

While reduction of the Council’s energy use is the main purpose of the CMP and electricity and gas consumption in buildings makes up most of the opportunities, there is significant scope for reducing emissions in the transport section through changes in the make-up and operation of the corporate fleet. Some of these measures are currently in place and others are due to commence over the lifetime of the plan.

4.9 East Dunbartonshire Council – Culture Leisure and Sport Strategy

<p>Culture Leisure and Sport Strategy</p>	
<p>Local Policy</p>	<p>2016 – 2021</p>

The first combined strategy for culture, leisure and sport in East Dunbartonshire sets out the direction for culture, leisure and sport for at least the next 5 years by establishing an overarching ambition for provision within the area. The ambition is to be realised through a series of long-term objectives and key priorities for action. The strategy is intended as a high level document which identifies strategic and overarching issues however it does identify through the Action Programme key areas of work and who is responsible for ensuring that this work is undertaken.

The CLSS has the following ambition:

“Through strong partnership working East Dunbartonshire will be a place with first class culture, leisure and sporting opportunities where people enjoy fulfilled and active lives. East Dunbartonshire will be recognised as a leader in the provision of culture, leisure and sport making a significant contribution towards the Scottish Governments purpose of creating a more successful country.

We will further improve the health and wellbeing of our community by increasing participation in culture, leisure and sport. We will strengthen local partnerships and improve local infrastructure and facilities. We will safeguard and increase opportunities for all residents, workers, visitors and volunteers to take part. We will promote the benefits of participation in culture, leisure and sport and the opportunities available.”


It also has the objectives:

1. Increasing Participation for All
2. Improving Physical/ Mental Health and Well-being
3. Developing People
4. Maintaining the Quality of Our Existing Culture, Leisure and Sports (CLS) Offer & Maximising Opportunities

Objective 1 of the CLSS requires an effective transport network with good connections between settlements and good connections between residential areas and services such as museums, sports and leisure centres, libraries, theatres and other locations where residents participate in cultural, sporting or leisure activities.

Objective 2 relates to improved health and well-being. While transport generally facilitates participation in culture, leisure and sport, active travel can have a positive contribution to this objective and it allows people to integrate physical activity into participating in other activities.

4.10 Local Air Quality Action Plans

<p style="text-align: center;">Local Air Quality Action Plans</p>	
<p style="text-align: center;">Local Policy</p>	<p style="text-align: center;">On-going</p>

Planning Guidance on air quality will be produced in 2018. The guidance will outline how developments will consider air quality issues and ensure any adverse effects of development through increased vehicle trips will be mitigated.

Draft Bearsden Air Quality Action Plan (2018)

In 2011, East Dunbartonshire Council declared an Air Quality Management Area in Bearsden. The draft Bearsden Air Quality Action Plan sets out a range of actions that aims to reduce harmful emissions that have an adverse effect on air quality.

The plan is currently under development and is subject to change but many of the actions within the draft plan are consistent with the Local Transport Strategy and the Active Travel Strategy.

Bishopbriggs Air Quality Action Plan (2012)

In 2005, East Dunbartonshire Council declared an Air Quality Management Area (AQMA) in Bishopbriggs. The Air Quality Action Plan considers measures that the Council could support to reduce emissions of NO₂ and PM₁₀ across the Greater Glasgow area as well as measures that the Council could implement to reduce emissions, particularly those from road traffic within East Dunbartonshire and particularly within the designated AQMA.

5. Summary

There are a wide range of national, regional and local strategies that are pertinent to the development of the next iteration of the East Dunbartonshire Council Local Transport Strategy. There are some common themes and principles arising from the review of these plans and strategies. It is worth restating the National Transport Strategy’s three strategic outcomes, which the Scottish Government aims to work towards:

- Improved journey times and connections - to tackle congestion and lack of integration and connections in transport
- Reduced emissions - to tackle climate change, air quality, and health improvement
- Improved quality, accessibility and affordability - to give people a choice of public transport

These strategic outcomes link a range of overriding themes that are central to government and local transport objectives.

Table 1 below summarises common themes emerging from the policy review across all the documents discussed:

Table 1: Themes and Strategies

Theme	Strategy Document
Reducing inequality	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS) EDC Local Transport Strategy EDC Active Travel Strategy EDC Core Path Plan EDC Proposed Development Plan EDC Local Outcome Improvement Plan EDC Culture Leisure and Sport Strategy
Transition to a Low Carbon Economy - Reducing emissions	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)

	<p>Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2),</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p> <p>EDC Green network Strategy</p> <p>EDC Carbon Management Plan 2015-2020</p>
Reducing congestion	<p>National Transport Strategy (2006 and 2015)</p> <p>National Walking Strategy (2014)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p>
Improving health	<p>National Transport Strategy (2006 and 2015)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>National Walking Strategy (2014)</p> <p>Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)</p> <p>EDC Active Travel Strategy</p> <p>EDC Core Path Plan</p> <p>EDC Green network Strategy</p> <p>EDC Local Outcome Improvement Plan</p> <p>EDC Emerging Air Quality Strategy and Local Air Quality Action Plans</p>
Improving integration	<p>National Transport Strategy (2006 and 2015)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p>
Enabling sustainable economic growth	<p>National Transport Strategy (2006 and 2015)</p> <p>EDC Local Transport Strategy</p>

	EDC Active Travel Strategy EDC Economic Development Strategy
Improving safety	National Transport Strategy (2006 and 2015) EDC Local Outcome Improvement Plan EDC Local Transport Strategy EDC Active Travel Strategy

The high level priorities from the Scottish Economic Strategy of improving competitiveness and tackling inequality are underpinned by transport and filter down into the high level objectives of the National Transport Strategy. Central to these two key themes is the transition to the low carbon economy. Enablers of the higher level themes like improving integration, reducing congestion, improving safety and improving health are all fundamental to drive progress towards reducing inequality and improving competitiveness in order to facilitate sustainable economic growth.

At a local level, the East Dunbartonshire Strategies all embody these central themes and while some are aimed at quite specific subject areas, all contribute to improving sustainable economic growth and reducing inequality.

For transport, the relevant themes which will allow East Dunbartonshire to contribute to the national, and regional goals of reduced inequality and improved competitiveness are:

- Reducing congestion on our roads to improve the effectiveness and performance of the road network.
- Reducing emissions to ensure a cleaner environment and improved air quality across the authority area.
- Reducing inequality - enhancing social inclusion by ensuring the transport network is accessible to all.
- Improving integration between transport modes to make in-journey mode changes quicker and easier to encourage use of sustainable transport.
- Improving health by promoting and increasing the levels of active travel in the authority area.
- Improving safety for all users of the transport network – making an effort to reduce the number of accidents and increasing personal security on public transport.

Local Transport Strategy

Evidence and Data



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1. Introduction

This report provides detailed evidence and data information that has informed the East Dunbartonshire Council Local Transport Strategy process.

Route Corridor Studies which have been produced for the A803/806 and the A81 provide a relatively recent and multi modal assessment of the issues and potential solutions across the two main radial corridors in the local authority area. The A81 and A803/A806 studies therefore form a significant element of the evidence base for the Local Transport Strategy and in turn inform the proposed preferred options within the East Dunbartonshire Council 2018 Local Transport Strategy.

The first section within this report presents a summary of the area profile of East Dunbartonshire. This section includes a detailed analysis of the demographic profile of the area and an overview of the main settlement locations within East Dunbartonshire. The environmental profile of the area has also been described which includes; cultural heritage, biodiversity, woodland, landscape, water quality, air quality, material assets, climatic factors and material assets.

The background report has utilised a number of national, regional and local databases to provide detail of current transport statistics. These databases include; National Census Data, Transport Scotland's Scottish Transport Statistics and Transport and Travel in Scotland, Scottish Household Survey, Sustrans Hands Up Scotland Survey, Office of Rail and Road Annual Station Usage Estimates, as well as local data collection. Section 3 outlines national trends before detailing the trends in East Dunbartonshire and comparing these with regional and national results. The trends are outlined for Active Travel, Public Transport, Roads and Parking.

Local authorities are required to monitor local air quality and the final section provides data and evidence the current state of air quality within East Dunbartonshire.

The concluding section to this background report draws out the key issues highlighted throughout this report and highlights the common themes that will be carried forward in to the Local Transport Strategy process. A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis is also included in the concluding section, to provide a detailed overview of the transport network in East Dunbartonshire, the challenges that are faced and the areas that can be improved on.



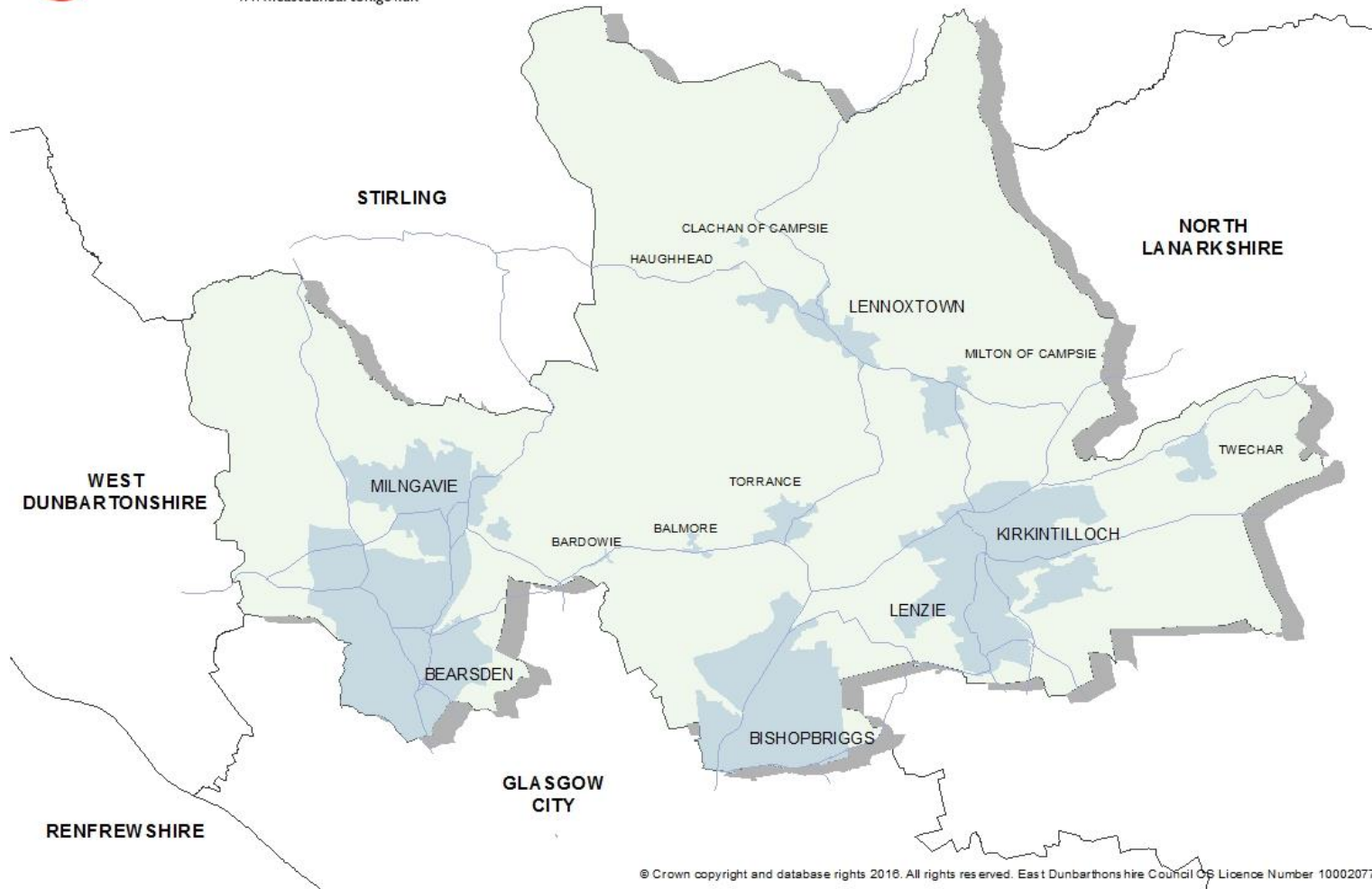


Figure 2.2 East Dunbartonshire

The area is characterised by four main settlements, Bearsden, Bishopbriggs, Kirkintilloch/Lenzie and Milngavie. There are also a number of villages in the north of the authority area – Lennoxton, Milton of Campsie, Clachan of Campsie, Haughhead, Torrance, Balmore, Bardowie and Twechar. The area’s transport links are characterised by two major transport corridors, the A81 Milngavie/Bearsden/Glasgow corridor and the A803/A806 Kirkintilloch/Bishopbriggs/Glasgow corridor. Both of these corridors have rail lines linking East Dunbartonshire communities with the two central Glasgow rail stations. The A803/A806 corridor is served by rail stations at Bishopbriggs and Lenzie with services terminating at Glasgow Queen Street, the A81 corridor is served by stations at Milngavie, Hillfoot, Bearsden and Westerton with services from Milngavie to Glasgow Queen St, Glasgow Central and Edinburgh.

2.2 Demographic Profile

The most recent Census in Scotland was conducted by National Records of Scotland and took place during March 2011 and involved around 2 million households. All released data is available on the Scotland’s Census website⁵. According to the 2011 Census, East Dunbartonshire has an estimated population of 105,026, a decrease of 3,217 (-3%) since the 2001 census. In contrast Scotland’s population increased by 5% since the

last census, this represents the fastest growth rate between two censuses in the last century.

East Dunbartonshire has a decreasing and ageing population. This is highlighted through the population projections in 2012 that by 2037 East Dunbartonshire’s population will be 98,696 with a large increase in the 75+ age group and a projected decline of 13% of the under 16 age group in comparison to the 2012 population statistics. The number of people aged over 65 years old is forecast to increase by 11,500 people between 2012 and 2037.

Areas of Hillhead and Lennoxton are within the top 15% most deprived Scottish Index of Multiple Deprivation (SIMD) data zones in Scotland. Generally the health of the residents of East Dunbartonshire is good. A high percentage of East Dunbartonshire residents (84.9%) reported in the 2011 Census that their health was very good or good, 2% higher than the Scottish average.

The percentage of economically active people living in East Dunbartonshire has decreased over recent years; however, this percentage is still higher than both the Scottish and British national averages.

Key Findings from the census are shown below in Table 2.1

⁵ <http://www.scotlandscensus.gov.uk/>

Table 2.1 Census Key Findings

Key Findings	
1	Since 2001, the population of East Dunbartonshire is estimated to have decreased by 3,217 people (-3%). Over the last ten years there has been a decrease in the number of children aged 15 and under. The highest increase was in the 60-64 age group. This follows the projected population trend of an ageing population highlighted in the most recent population projections
2	The Registrar General for Scotland's most recent population projections suggest that the population of East Dunbartonshire will decline by nearly 7% over the next 25 years. The overall projected population change is a result of a combination of natural change (the difference between the number of births and deaths) and migration. Based on these projections, by 2037, 16% of the population will be under 16 years of age, 50% will be aged 16-64, 33% aged 65 and over and 19% will be aged 75 and over.
3	According to National Records of Scotland, male and female life expectancy was highest in East Dunbartonshire. Males in East Dunbartonshire can expect to live for 80.5 years, nearly four years longer than the Scottish average. Females can expect to live for 83.9 years, nearly three years longer than Scotland as a whole. A high percentage of East Dunbartonshire residents (84.9%) reported in the Census that their health was very good or good, 2% higher than the Scottish average.
4	The 2011 Census shows that 4.2% of East Dunbartonshire's population were from a minority ethnic group, an increase of around 1% since the last census in 2001. The Asian population is the largest minority ethnic group (3.3%) in East Dunbartonshire. Within this, Indian is the largest individual category, accounting for 1.5% of the total population.
5	There were variations in the tenure of households by council area. East Dunbartonshire was one of only two local authorities where more than 80% of households owned their property (81.2%), this is 20% higher than the Scottish average of 61.6%. East Dunbartonshire also had a high percentage of car ownership across the area with 43.1% of households with access to one car or van and 30.2% with two cars or vans available for use. The majority of residents across East Dunbartonshire travelled to work or study by driving a car or van (45%), nearly 5% higher than the Scottish average.
6	Across East Dunbartonshire there were 28.4% one person households. East Dunbartonshire and Dumfries & Galloway had the highest proportion (11% of all households, 5,000 and 7,000 respectively) of households with all aged 65 and over families.
7	Employment is high with figures from NOMIS showing that East Dunbartonshire has a high percentage of people in employment (73.9%), nearly 2% higher than the Scottish average. However, there has been a slight decrease in the percentage of people in employment between 2013 and 2014 from 77.2% to 73.9%. Unemployment has remained stable with a very slight increase (0.1%) between 2013 and 2014 to 5.0%, just over 2% lower than the Scottish average.
8	Attainment and school leaver destinations are high across East Dunbartonshire. During 2012/13, 98.3% of pupils in East Dunbartonshire gained English and Maths at SCQF level 3 or above, 4% higher than the Scottish average (94.3%). The results of the school leaver destination return showed 93.1% of school leavers in a positive destination (higher education, further education, employment, voluntary work or training) in 2011/12 with this figure rising to 95.6% in 2012/13.
9	According to National Records of Scotland's recent Migration Report, East Dunbartonshire experienced a population increase due to in-migration combined with a very low natural change. During 2012/13 there was an estimated total net migration into East Dunbartonshire of 3,507 people and a total net migration out of 3,400 people resulting in a positive total net migration of 107 people. The first positive migration since 1994/95 was seen in 2011/12 (263 people). There has been a further positive net migration of 107 in 2012/13.

National Census – East Dunbartonshire

East Dunbartonshire's population has decreased by 3% over the last 10 years and is projected to fall by 7% over the next 25 years. In summary, East Dunbartonshire is characterised by an aging population with a higher than average proportion (11%) of households aged over 65, there is also a high proportion of one person households. The area displays levels of high car ownership, high life expectancy, high homeownership rates, higher than average employment rates, high school attainment levels and high levels of commuting to work by private car. It is considered an affluent and desirable place to live with comparatively high standards of living. However the high car ownership rates and high employment rates along with the fact that many workers commute to Glasgow daily, creates many transport challenges specific to East Dunbartonshire.

Despite relative levels of affluence, there are some pockets of deprivation within East Dunbartonshire. Ward 8 Kirkintilloch East & Twechar is the most deprived of the Wards. The 2011 Census results show Kirkintilloch East & Twechar had the lowest percentage of owned homes and the highest percentage of council rented (16.6%) and other social rented (17.7%) accommodation compared to other Wards and East Dunbartonshire as a whole. It also had the highest percentage of those aged 16-64 claiming job seekers allowance (4.9%) compared to other Wards and double that of East Dunbartonshire as a whole (2.4%).

The census highlighted that the highest percentage of residents reporting their health as bad or very bad (7%) and their day to day activities limited

because of a health problem or disability (11.2%) were found in the Kirkintilloch East & Twechar Ward. In contrast, 50% of homes in Bearsden South were owned outright, 11% higher than Kirkintilloch East & Twechar. Bearsden South also had the lowest percentage of council rented (1.4%) and other social rented (0.1%) accommodation compared to other Wards. Bearsden North had the lowest percentage of those aged 16-64 claiming job seekers allowance (1%) and the lowest percentage of residents reporting their general health as bad or very bad (2.6%).

Communities

This review makes use of the Understanding Scottish Places (USP) tool which provides data and demographic profiles of all Scottish towns as a toolkit for town planning. The toolkit is provided by the Scottish Government and developed by Stirling University. USP categorises towns in the context of: geography, demographic, size and inter relationship status. USP describes towns' type as determined by the USP typology. The typology groups Scottish towns based on socio-demographic characteristics using data from the 2011 census and size classification.⁶

The following table shows each town/village and associated characteristics -

⁶ <http://www.usp.scot/StaticPage/Methodology>

Table 2.2 East Dunbartonshire towns/villages

Location	Population	Age	Housing (generally associated with)	Income	Education/Employment	Car Ownership
Bearsden	~27,237	Large proportion are over 45, with many retired.	Private, high cost and quality	Much higher than average	~ 48% of residents have a degree or higher degree. High proportion of people in professional employment	Many residents own 2 or more
Bishopbriggs	22,870	Large proportion are over 45, with many retired.	High home ownership rates	Generally high incomes	High levels of professional employment and education	Many residents own 2 or more
Kirkintilloch	19,689	The number of older couples with no children is higher than average	Wide range of housing	Prevalence of higher income	Mix of professional and non-professional jobs. Part-time and self-employment are both important for a significant proportion of residents. Mix of those with higher and lower educational attainment	Not as high as some of the other ED towns.
Milngavie	12,948	Large proportion are over 45, with many retired.	Private, high cost and quality	High incomes	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Households with two or more cars is higher than average
Lenzie	8,415	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people in professional employment. High proportion of residents with high education levels	Many residents own 2 or more
Lennoxton	4,094	The number of older couples with no children is higher than average	Wide range of housing	Socioeconomic status is higher than in other kinds of town	Mix of professional and non-professional jobs. Part-time and self-employment are both important for a significant proportion of residents.	Car ownership is low (27.2% with no car)

Location	Population	Age	Housing (generally associated with)	Income	Education/Employment	Car Ownership
					Mix of those with higher and lower educational attainment	
Milton of Campsie	3,889	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Many residents own 2 or more
Torrance	2,375	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Many residents own two or more
Twechar	1,161	Large proportion area over 45, with the main group being aged 45-64	Social and council housing are relatively common	Prevalence of higher income	Higher level of unemployment Manufacturing and construction are typically the dominant forms of employment. Educational attainment is low	Car ownership is low (34.2% with no car)

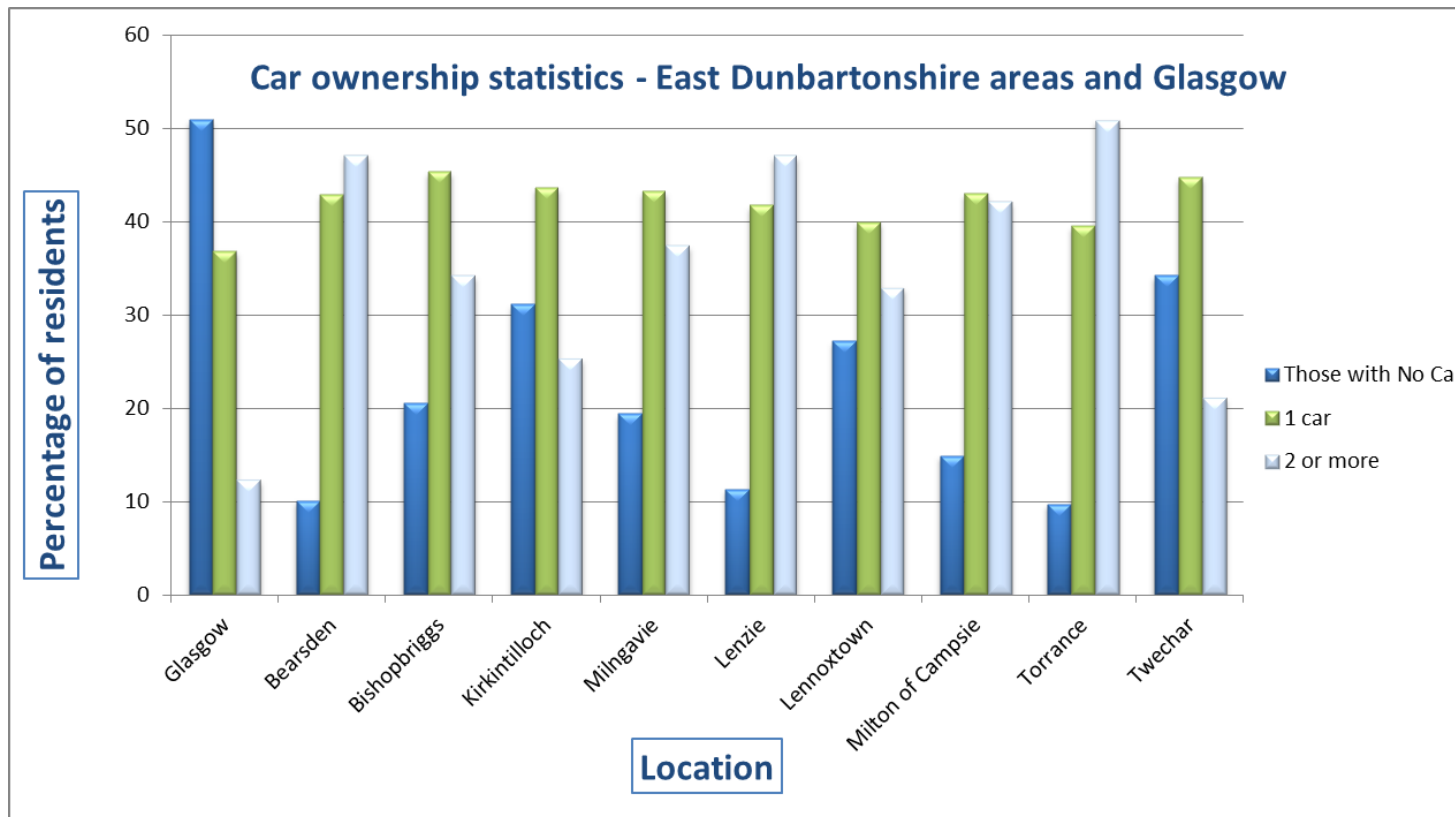


Figure 2.3 Car ownership statistics

Figure 2.3 displays the car ownership statistics for each settlement in East Dunbartonshire. It shows the percentage of residents who own 1 car, 2 or more cars and those who do not own a car. The statistics for the city of Glasgow have also been included to allow a comparison to be made. In general terms, the settlements in East Dunbartonshire have much higher levels of car ownership than in Glasgow, with Bearsden in particular having very low levels of no car ownership (10%).

2.2 Environmental Profile

Cultural heritage

Listed Buildings and Conservation Areas contribute to the character and local distinctiveness of East Dunbartonshire. Through appropriate management and enhancement, where necessary, the character of these assets can be further promoted. The varied and rich historic built and natural environment in East Dunbartonshire should be a vital consideration for the LTS. It will further consider the role and impacts of the transport network to the setting and value of the Antonine Wall, as well as consider how improvements to the network will impact on its value. Requirement to protect the Forth and Clyde Canal, as a main water body, a Scheduled Ancient Monument and a route corridor, will be a consideration for the LTS.

East Dunbartonshire has: -

- 1 UNESCO World Heritage Site; the Antonine Wall. A buffer zone has been identified around the Wall to help protect its setting. This is set out within the Antonine Wall Management Plan 2014-19 which was developed by Historic Scotland in partnership with East Dunbartonshire Council, Falkirk Council, North Lanarkshire Council, West Dunbartonshire Council and Glasgow City Council.
- 43 Scheduled Monuments; In particular the Forth & Clyde Canal is made up of a series of Scheduled Monuments.
- 181 Listed Buildings, including; five bridges, five mileposts, one horse trough and Milngavie Railway Station. The Luggie Water Aqueduct and Bridge, Kirkintilloch, is Category A.
- 15 Conservation Areas (4 of which are designated as outstanding)
- 21 Townscape Protection Areas

- 3 sites recommended as having the potential for meeting national inventory standards as Gardens and Designed Landscapes. 30 such sites have also been identified as having local value.

Biodiversity

Biodiversity, Flora and Fauna are important considerations for the LTS. The implementation of the LTS will have a direct influence on species and habitats throughout East Dunbartonshire through transport network improvements and enhancements. The impacts of such improvements will be assessed through the SEA process and impacts avoided, reduced or mitigated where necessary. This will be particularly significant to those species and habitats that are priorities, vulnerable and/or protected. The variety of biodiversity, flora and fauna in East Dunbartonshire contributes to its scenic value. This possesses a valued interest for economic benefits in terms of increased tourism to the area. It is important that native woodland is managed and protected and any measures included within the LTS will be sensitive to this consideration. Development could potentially lead to the loss or fragmentation of protected habitats and result in impacts to protected species. Any access proposals related to development will ensure that fragmentation of protected species will be considered.

It should be noted that East Dunbartonshire has: -

- 6 Sites of Special Scientific Interest (SSSI)
- 2 Regional Scenic Areas
- 34 Local Nature Conservation Sites (LNCS) designated for their geo-diversity value.
- There are networks of Local Nature Conservation Sites (LNCS) in East Dunbartonshire. There are 79 LNCS designated for their biodiversity value. These include; the Forth & Clyde Canal, The John Muir & Thomas Muir Way from Kirkintilloch to Clachan of Campsie, the Main Line Railway and disused railway lines such as

Balmore to Torrance to Kirkintilloch. There are 14 new sites proposed.

- 350 Tree Preservation Orders
- 3 Local Nature Reserves (LNR) – Merkland LNR, Lenzie Moss LNR and Kilmardinny Loch.

There are a number of Protected Species identified in East Dunbartonshire (including those with former Species Action Plans, priority species and lesser priority species). This includes a number of European Protected Species such as Otters, Badgers and Water Vole. Several Invasive Non-Native Species (INNS) have been identified in East Dunbartonshire such as Japanese Knotweed.

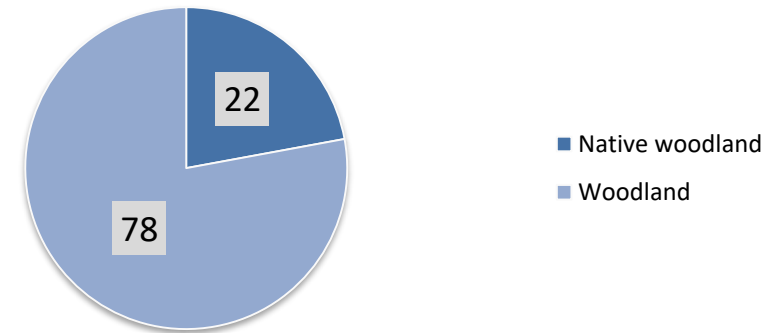
The local habitats in East Dunbartonshire that have been prioritised under the previous iteration of the Local Biodiversity Action Plan are:

- Urban
- Rural
- Woodland
- Wetland

Woodland in East Dunbartonshire (4.8% of total land area):

Figure 2.4 shows the different types of woodland there are in East Dunbartonshire, including 22% of native woodland before going on to show the distribution of the 3 main types of native woodland. The 3 main types are; lowland mixed deciduous, wet woodland and upland birchwoods.

Proportion of woodland that is native (%)



Different types of native woodland (%)

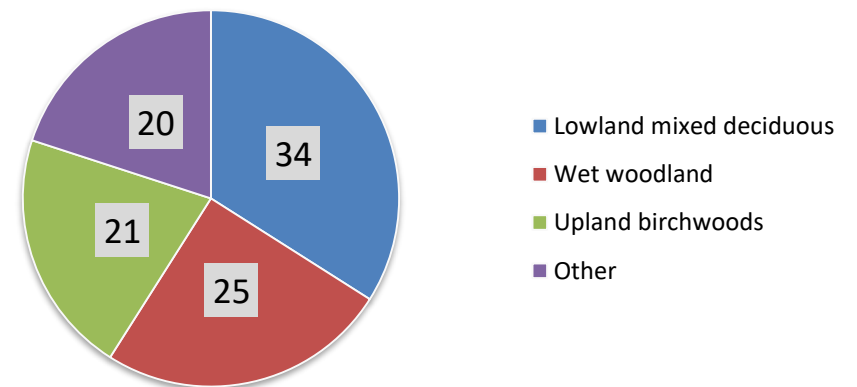


Figure 2.4 Woodland Types

Landscape

The district is characterised by five main types of landscape character: Drumlin Foothills; Rolling Farmland; Broad Valley Lowland; Rugged Moorland Hills; and urban areas. The topography of East Dunbartonshire is generally low lying, undulating land with the exception of two of the Local Landscape Areas; the Campsie Fells and the Kilpatrick Hills to the North and West of the district respectively. East Dunbartonshire has a total of 973.46 hectares of urban open space; the greatest proportion of which is classified as semi-natural green space and regional green space.

The green belt is clearly defined in the Local Development Plan and covers the entire area of East Dunbartonshire, with the exception of the upland and urban areas; its objectives include maintaining the character and distinctiveness of the area's settlements. There are a number of Local Landscape Areas (LLA) within the East Dunbartonshire Council boundary area including the Campsie Fells and Kilpatrick Hills.

Water Quality

The water in East Dunbartonshire is a vital resource. The management and control we have over this resource has major implications on a number of factors, including water quality, biodiversity and human health. The impact of increased footfall across various different networks should be considered in order to prevent a decline in water quality. This is particularly vital to main water bodies in East Dunbartonshire such as the Forth and Clyde Canal and the River Kelvin. Enhancements to the transport networks in close proximity to river networks have the potential to impact on and deliver improvements to water quality and morphology, with added benefits of creating new or improved habitats.

The main watercourses within East Dunbartonshire are the River Kelvin, Glazert Water, Allander Water, Luggie Water, Forth and Clyde Canal and Bothlin Burn. East Dunbartonshire also has two reservoirs in Milngavie

and a number of other small dams in various locations throughout the area, which are of significant value to the surrounding area.

From the 2009-2015 River Basin Management Plan cycle, East Dunbartonshire had:

- 5.52 km of good quality watercourses
- 33.82 km of watercourses with good ecological potential
- 16.01 km of moderate quality watercourses
- 19.88 km of watercourses with moderate ecological potential
- 48.19 km of watercourses with poor ecological potential
- 17.32 km of poor quality watercourses
- 28.31 km of watercourses with bad ecological potential

Air Quality

Emissions from transport have been identified as the main contributor of air pollution in East Dunbartonshire, specifically, Nitrogen Oxide (NO₂) and PM₁₀ (particulates). The busiest routes that are of concern in relation to air quality within East Dunbartonshire are; the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. There are currently two Air Quality Management Areas (AQMA) declared within East Dunbartonshire, Bishopbriggs (declared in 2005) and Bearsden (declared in 2011), both of which were declared an AQMA after several years of exceeding national NO₂ and PM₁₀ objective levels.

Climatic Factors

The largest proportion of CO₂ emissions in East Dunbartonshire is attributable to domestic emissions. Flooding has been an issue in the Kelvin Valley for many years with the most recent flood events occurring in 1994 and 2005. The main areas of concern for potential flooding are

the River Kelvin and its tributaries – the Allander, Glazert and Luggie Waters.

East Dunbartonshire only has one operating landfill (Inchbelle Quarry, Kirkintilloch) but is only used for the disposal of inert materials, mainly construction materials. All household and commercial municipal waste is transferred to landfills in North Lanarkshire. Therefore, there is minimal methane produced from landfill within East Dunbartonshire to impact on climate change.

Material Assets

East Dunbartonshire is supplied by various levels of transport infrastructure, through well serviced rail networks, bus routes encompassing the whole district and the various road networks that link settlements within East Dunbartonshire together with providing routes out with the district. There are 57km of A class roads, 47km of B class roads and 34km of C class roads. This amounts to 27% of the road network. There are 377km of unclassified roads.

East Dunbartonshire has a large network of Core Paths and public open spaces which provide opportunities for recreation. Some of these also provide active travel routes from residential areas to services and places of work and study. There are 99 Right of Way paths in East Dunbartonshire of the highest classification. There are also 82 'other' Rights of Way which are classified as paths that have ceased use, have been partially built on or overgrown.

East Dunbartonshire has 8 'Scotways' Heritage Paths and 2 other Heritage Paths have been designated by East Dunbartonshire Council.

Through the East Dunbartonshire Council area, there are a number of different cycle routes including traffic-free routes, both off and on the

National Cycle Network, and on-road routes that are not on the National Cycle Network. Many of these routes are regional/cross-boundary and provide links to Loch Lomond, Glasgow, Stirling, Falkirk and Edinburgh.

Studies into housing requirements have indicated that East Dunbartonshire has one of the highest net needs for affordable housing, compared to other Scottish Local Authorities. The Local Development Plan identifies the location of new development proposals with potential for changes to transport infrastructure/routes



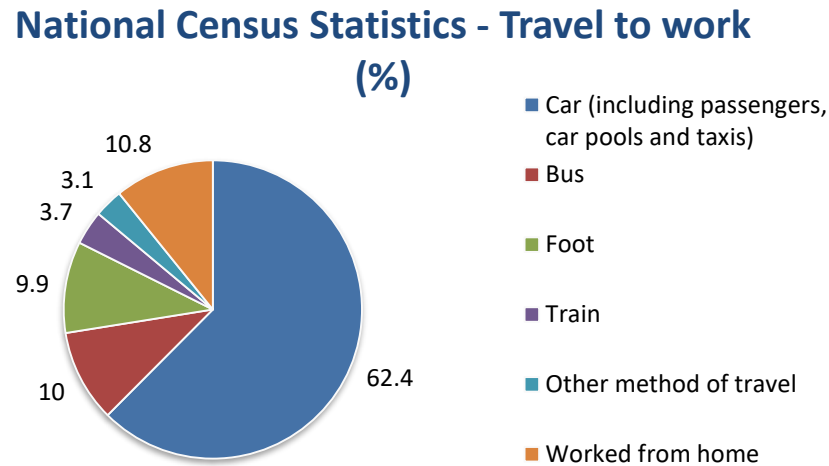
3. Data Review

3.1 National Transport Statistics

Overview – National Data

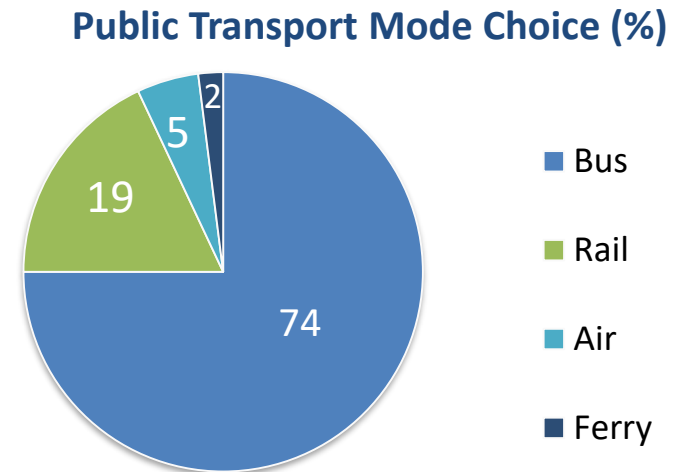
The National Census 2011 asked the main mode of travelling to work, Figure 3.1 shows how workers travel to work in Scotland.

Figure 3.1 National Census- Travel to work



525 million public transport journeys were made by bus, rail, air and ferry in Scotland in 2017-18. Figure 3.2 shows the modal split of these journeys.

Figure 3.2 Transport Scotland – public transport statistics



Over the last five years there have been increases in car, air, rail and ferry passenger numbers and distance cycled, while there has been a fall in bus passengers, as illustrated in Table 3.1.

Table 3.1 – National passenger statistics

	2017-2018	% Change over 1 year	% Change over 5 years
Car Traffic (million/veh km) on all roads	36,362	+2	+5.3
Pedal Cycles (million/veh km) on all roads	290	+0.7	-6.5
ScotRail Passengers (millions)	97.8	+3.8	+17.4
Bus Passengers (millions)	388	- 1.5	- 7.6
Air Passengers (millions)	28.8	+7.1	+29.8
Ferry Passengers (millions)	10.3	+1.8	+5.7

Table 3.1 shows there has been a 1.5% drop in bus passenger numbers from the previous year and a 7.6% drop over the past 5 years. Over the last 5 years, bus vehicle kilometres have dropped by 2%, bus fleet sizes have reduced by 10% and the number of staff employed in the bus sector has fallen by 2%.

In 2017, 2.96 million vehicles were licenced in Scotland, which is the highest ever level. There are 56,364km of public road in Scotland, with 7% of this being made up by trunk roads. 48 billion vehicle kilometres were travelled on Scotland’s roads in 2017, which is the highest ever level. 146 people were killed and 1589 were seriously injured on Scotland’s roads in 2017. There has been a 42% fall in road accident injuries over the last decade.

8.6% of UK greenhouse gas emissions are accounted for by Scotland, with 37% of Scottish emissions accounted for by transport. Average CO₂ emissions from new cars has reduced by 26% over the last ten years. There has been a 9-fold increase in the number of ultra-low emission vehicles registered in Scotland between 2014 and 2018. 7,509 new electric and hybrid vehicles were registered in 2017 which is 57% more than 2015.

Transport Scotland publishes the Transport and Travel in Scotland (TATIS) publication annually which includes information on households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to local services.

The Scottish Household Survey also provides a range of other transport-related information that can be used to understand travel patterns and choices across Scotland as well as monitoring progress on Scotland's National Transport Strategy.

TATIS and SHS Main Findings (National Trends)

- The proportion of households with at least one car for private use increased from 63% in 1999 to 72% in 2017. Rural households are more likely to have access to a car compared to urban households (around 86.9% in remote rural areas compared to 62.3% in large urban areas).

- The proportion of households with at least one car/van available for private use has remained relatively stable over the past decade. However, there is an increase in the proportion of households with three or more cars, increasing from 4% in 2007 to 5.8% in 2017.
- Car ownership is strongly linked with income: in households with a net annual household income of over £40,000, the vast majority have access to at least one car (96.5%) compared to under half of households with net incomes between £6,001 and £10,000 (36.9%).
- 70% of adults aged 17 and over have a driving licence in Scotland. In all age groups, more men have driving licences than women with the gap widening as age increases.

Table 3.2 shows that nationally, the number of households without access to a private vehicle and access to 1 vehicle is dropping while households with access to 2 and 3 or more vehicles is rising

High levels of deprivation are generally related to less access to a car. 52% of households in the 20% most deprived areas of Scotland have no access to a car compared with 24% of households in less deprived areas. The difference is more pronounced when looking at households with two or more cars, with only approximately one in ten (11%) of households in the 20% most deprived areas of Scotland with two or more cars compared to approximately 30% of households in the rest of Scotland. Part of the reason behind these findings will be the link between multiple deprivation and the urban rural classification, specifically; most areas in the 20% most deprived zones are in urban areas.

Table 3.2 Household access to cars and vans by year

	None	One	Two	Three or more
2012	31	43	21.3	4.6
2013	30.6	43.5	21.3	4.6
2014	30.8	43.3	21.1	4.7
2015	30	43.3	21.7	5.1
2016	29.3	42.1	23	5.6
2017	28.1	42.7	23.4	5.8

3.2 East Dunbartonshire – General Transport Statistics

The National Census - Travel to Work or Study questionnaire asked respondents to define the mode of transport used to cover the longest part, by distance, of their usual journey to work or study. It also asked respondents how far they travel to their place of work. The results are detailed in Figure 3.3 for East Dunbartonshire.

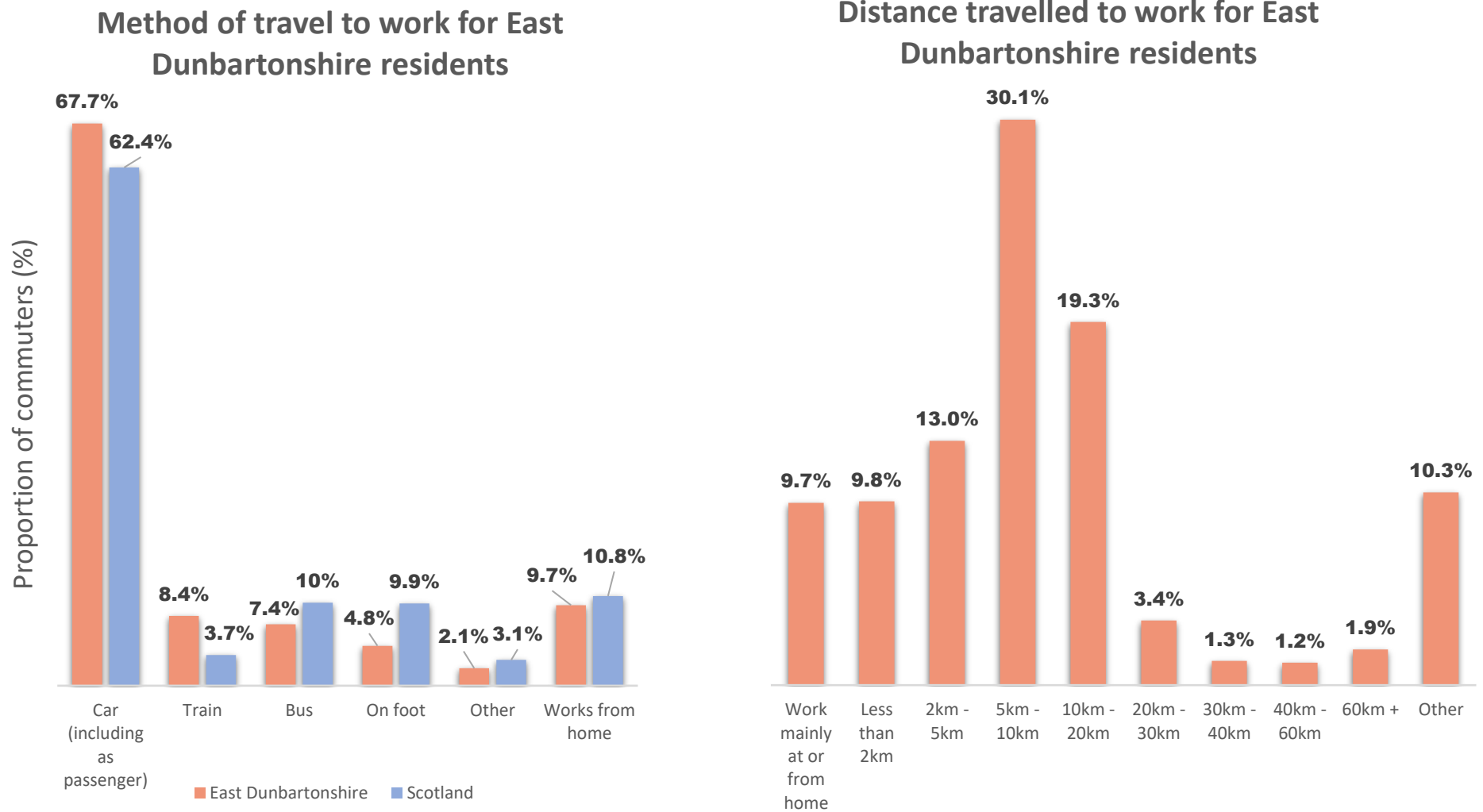


Figure 3.3 Method of travel and distance travelled to work for East Dunbartonshire residents

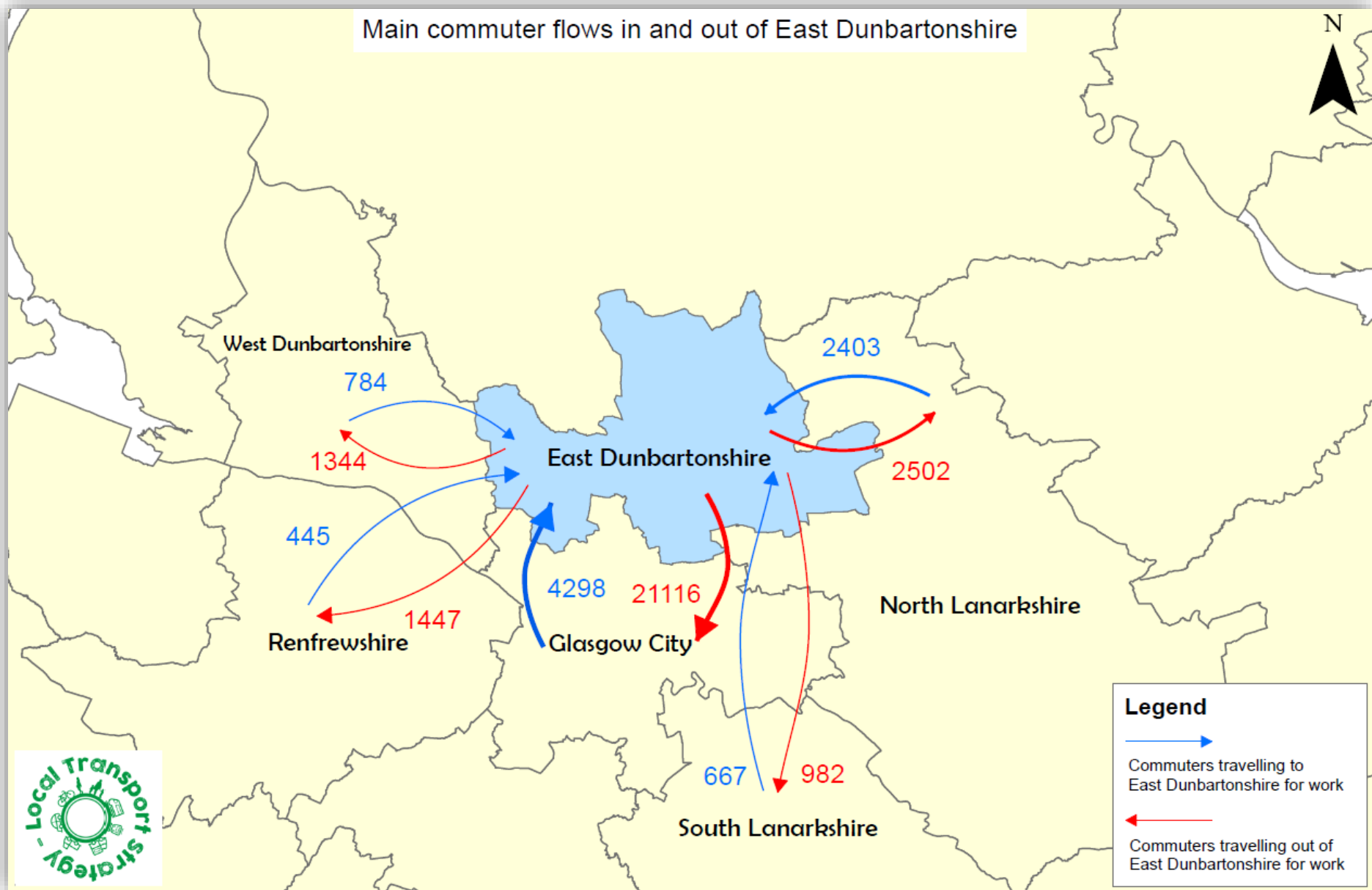


Figure 3.4 – Main origin and destination local authorities for commuter flows in and out of East Dunbartonshire

It is notable that over two thirds of respondents in East Dunbartonshire use a car to get to work, over 5% higher than the national average. Residents in East Dunbartonshire are more likely to use the train to travel to work and less likely to use the bus than the Scottish average. Residents in East Dunbartonshire are less than half as likely to walk to work.

Across all wards, the majority of residents travelled to work or study by car or van.

- 26,884 people (39.5%) drive a car or van to access work or place of study of distances of 5km to 30km+
- 6,454 people (9.5%) work or study at home
- 12,422 people (18.25%) use public transport (train, underground, metro, light rail, tram, bus, minibus or coach) to access work or place of study of distances of 5km to 30km+
- 18,156 people (26.7%) access work or place of study by active travel and other means of transport of distances of 5km to 30km+

The 2011 National Census asked respondents how many cars or vans were owned, or available for use, by members of the household.

- East Dunbartonshire had 43.1% of households with one vehicle for use and 30.2% of households with two or more vehicles available for use.
- 19% of households in East Dunbartonshire did not have access to a vehicle, well below the Scottish average of 30.5%.
- Notable wards with no car or van available for use (compared with EDC's average of 19%).
 - Bishopbriggs South (23.3%)
 - Campsie & Kirkintilloch North (22.6%)
 - Kirkintilloch East & Twechar (32.4%)
- All wards had between 41% and 44% of households with one car or van available for use as a whole.

- Bearsden North had the highest percentage of households with two or more cars or vans available for use (38.9%), nearly 9% higher than the East Dunbartonshire average and 17% higher than the Scottish average.

Travel to Work – Local Area Analysis

Figure 3.5 Bearsden and Milngavie

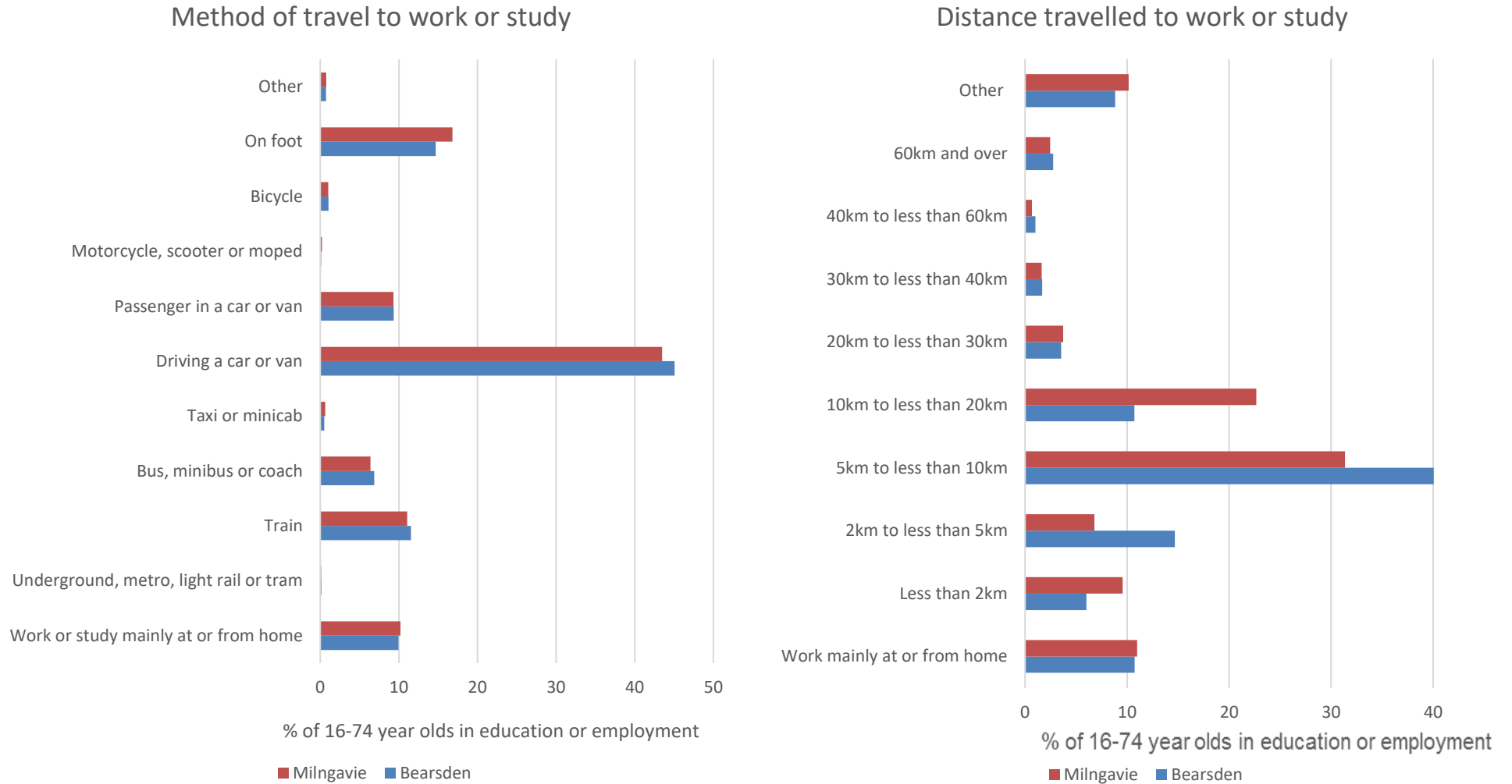
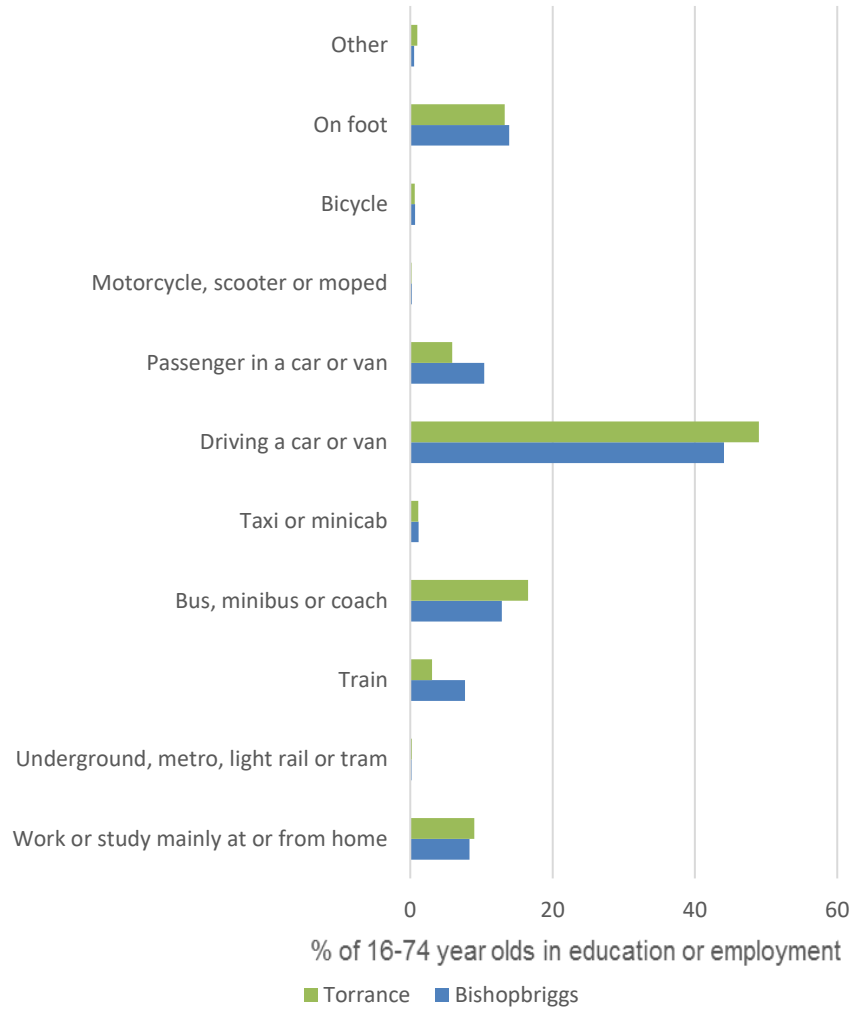


Figure 3.7 Bishopbriggs, Torrance, Balmore and Bardowie

Method of travel to work or study



Distance travelled to work or study

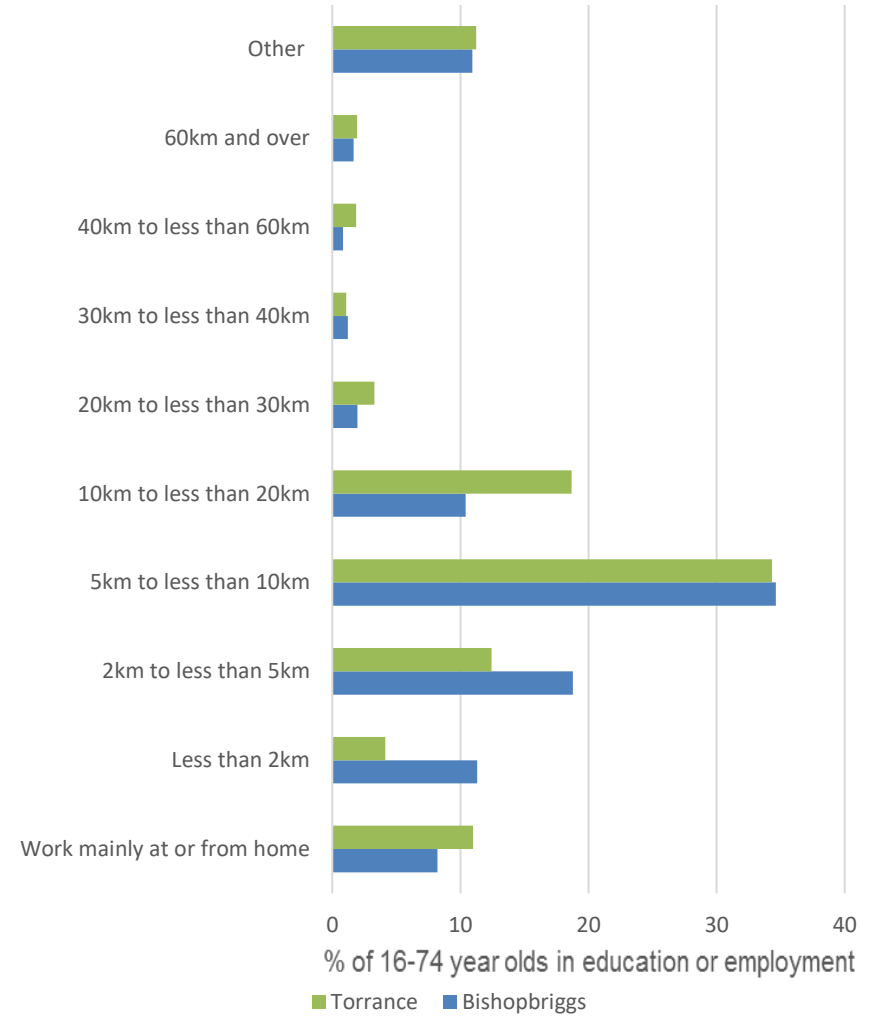
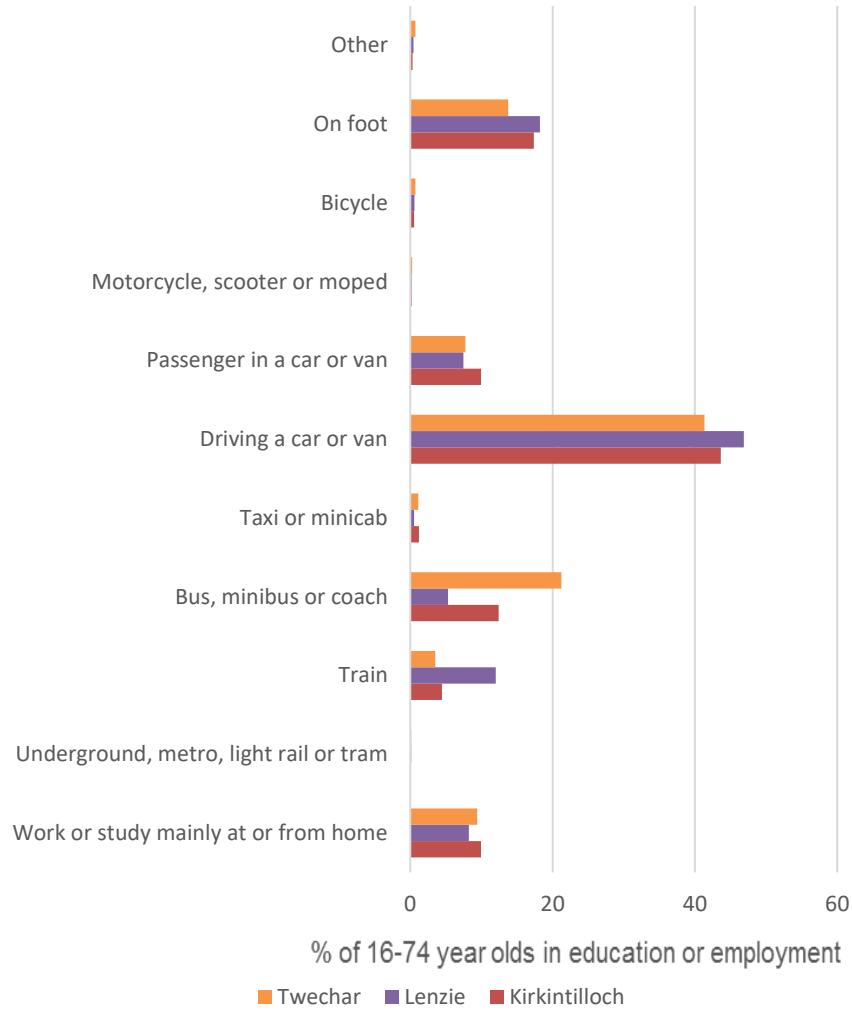


Figure 3.8 Kirkintilloch, Lenzie, Waterside and Twechar

Method of travel to work or study



Distance travelled to work or study

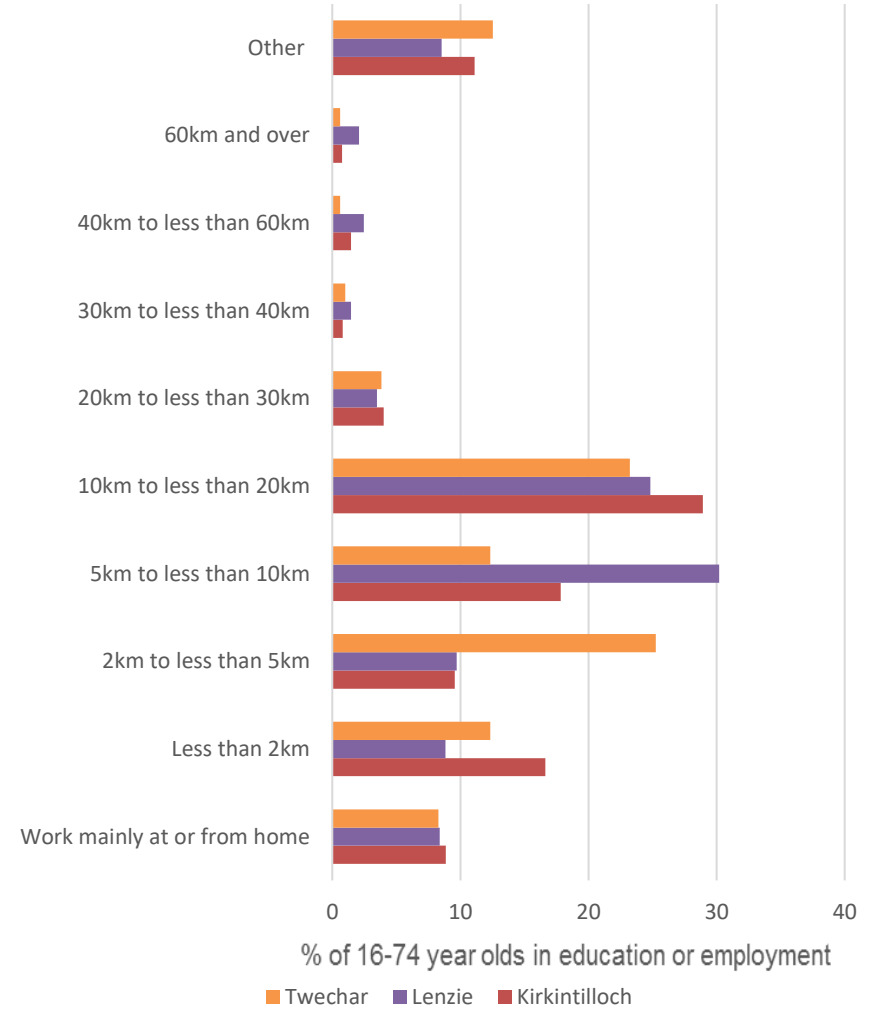
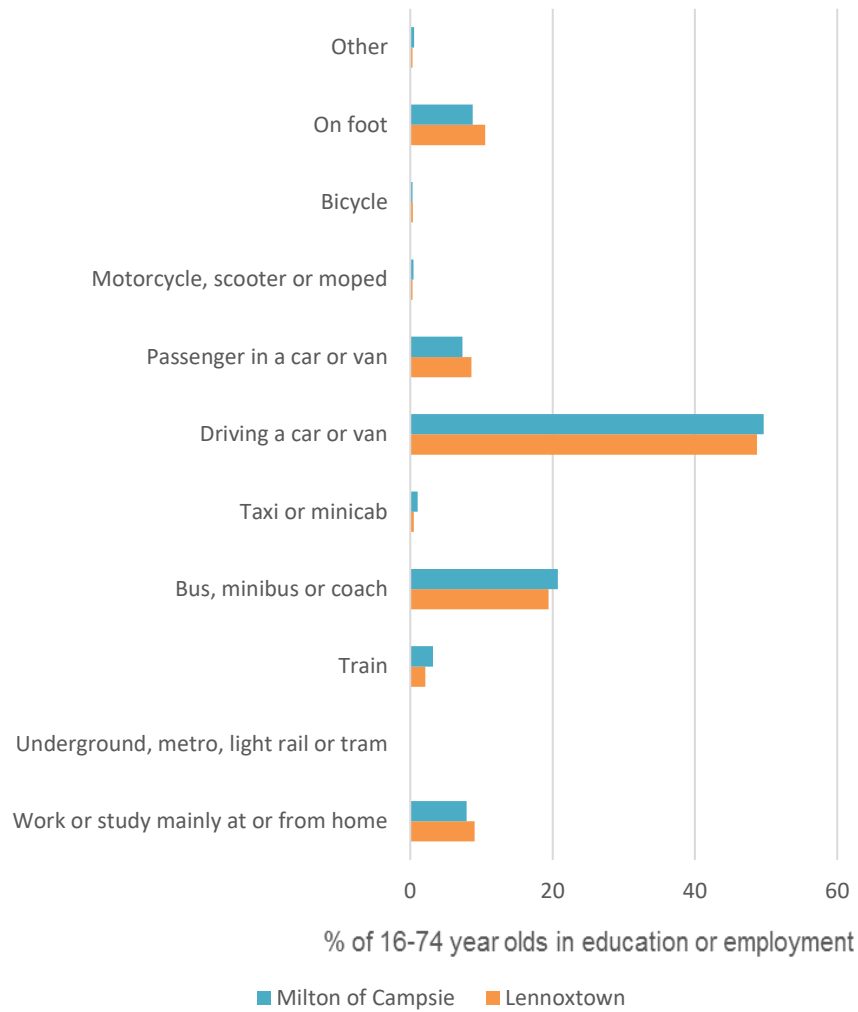
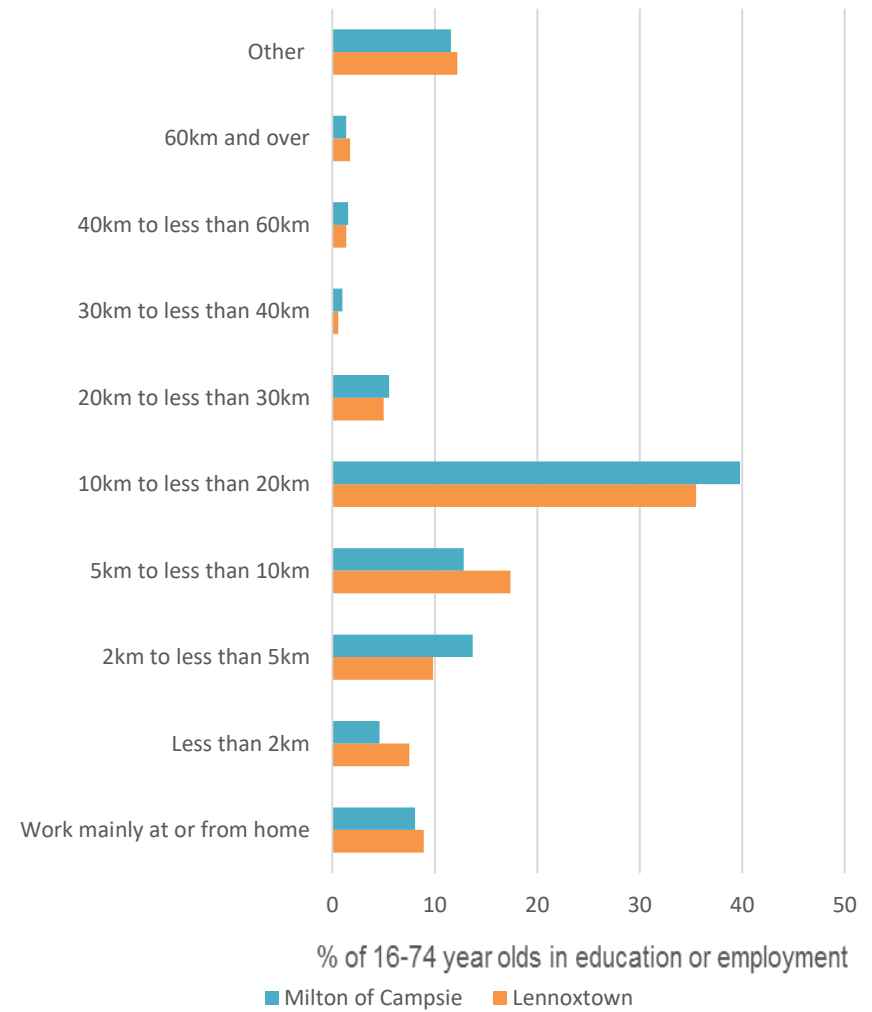


Figure 3.9 Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

Method of travel to work or study



Distance travelled to work or study



The number of people travelling to work by car or van in East Dunbartonshire is approximately 4% more than those in the rest of Scotland. Many people living in East Dunbartonshire travel to their workplace in neighbouring authorities such as Glasgow.

Ward Analysis

- Campsie & Kirkintilloch North had the highest percentage of residents travelling to work or study by car or van (49.1%), this Ward also had the highest percentage of residents travelling to work by bus, minibus or coach (17.4%). Both higher than East Dunbartonshire as a whole (45% and 10.5% respectively).
- Bearsden South had the highest percentage of residents travelling to work or study by train (12.8%), followed by Milngavie (11.0%), Bearsden North (10.4%) and Lenzie & Kirkintilloch South (9.9%), all of which are higher than the East Dunbartonshire average (8.2%).
- The percentage of residents working or studying mainly from home in East Dunbartonshire (9.5%) was lower than the Scottish average (11.3%). 10.3% of residents in Bearsden South, Kirkintilloch East & Twechar and Milngavie reported working or studying from home, nearly 1% higher than the East Dunbartonshire average.
- Most people in East Dunbartonshire travelled between 5km and 10km to their place of work (30.1%), this was 13% higher than the Scottish average of 17.1%.
- In Bearsden South, 41.7% of people travelled between 5km and 10km to their place of work which was the highest percentage when compared to all Wards.
- Milngavie had the highest percentage of people who worked or studied mainly from home (11.2%) which was closely followed by Bishopbriggs North & Torrance and Bearsden South both 10.8%.

- Campsie and Kirkintilloch North had the highest percentage of people who travelled between 10km and 20km to their place of work (37.3%), 15% higher than East Dunbartonshire as a whole.
- 13.1% of people in Bishopbriggs and Torrance travelled less than 2km to their place of work which was the highest of all Wards. The lowest percentage was in Bearsden South (4.3%).
- A small percentage of people in East Dunbartonshire travel 60km and over to their place of work (1.9%).
- Bearsden North had the highest percentage of people who travelled 60km and over to their place of work (3.0%) just over 1% higher than East Dunbartonshire as a whole.



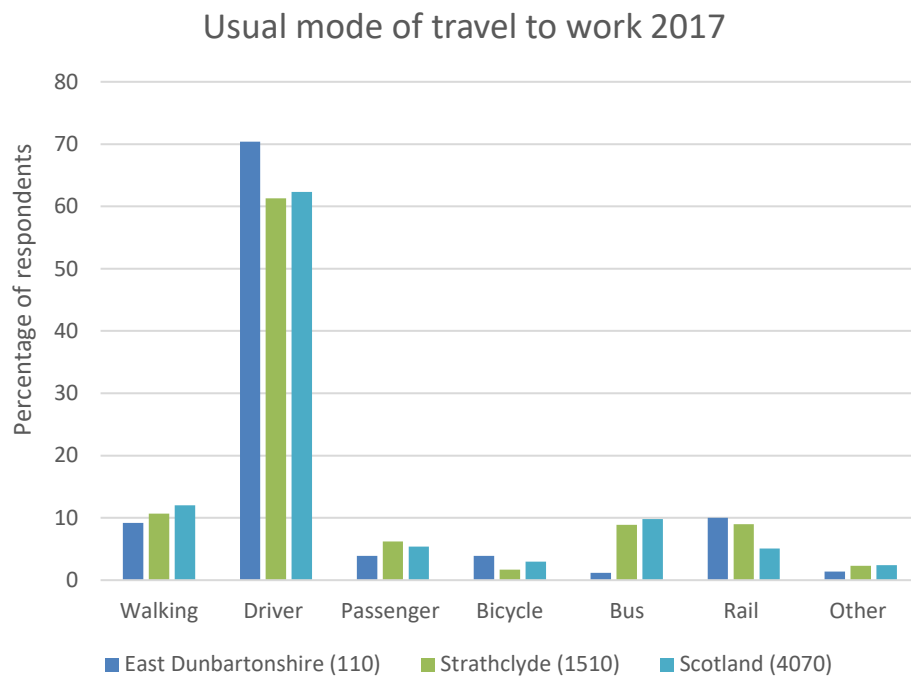


Figure 3.10 – Usual mode of travel to work - 2017

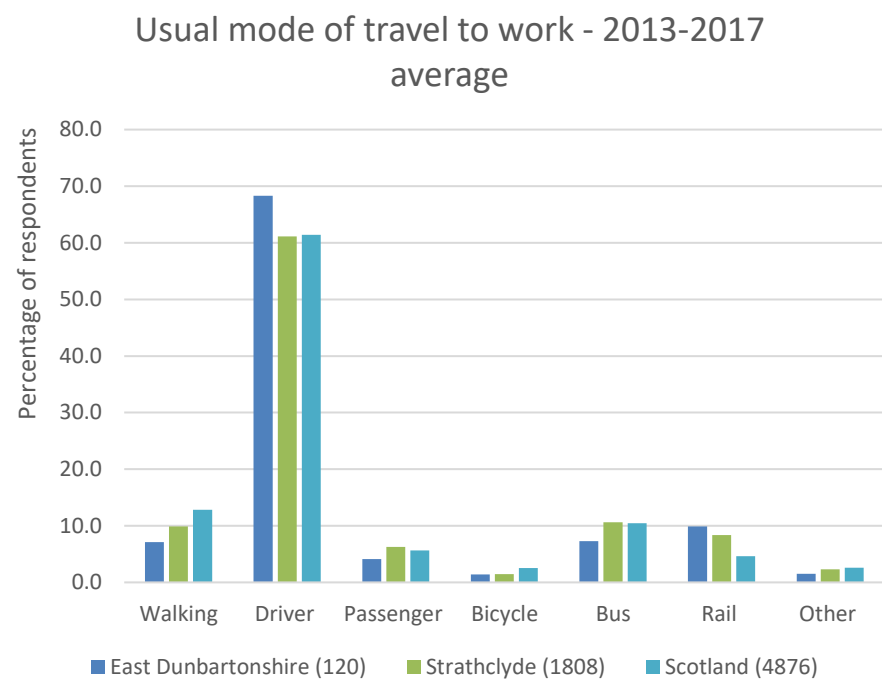
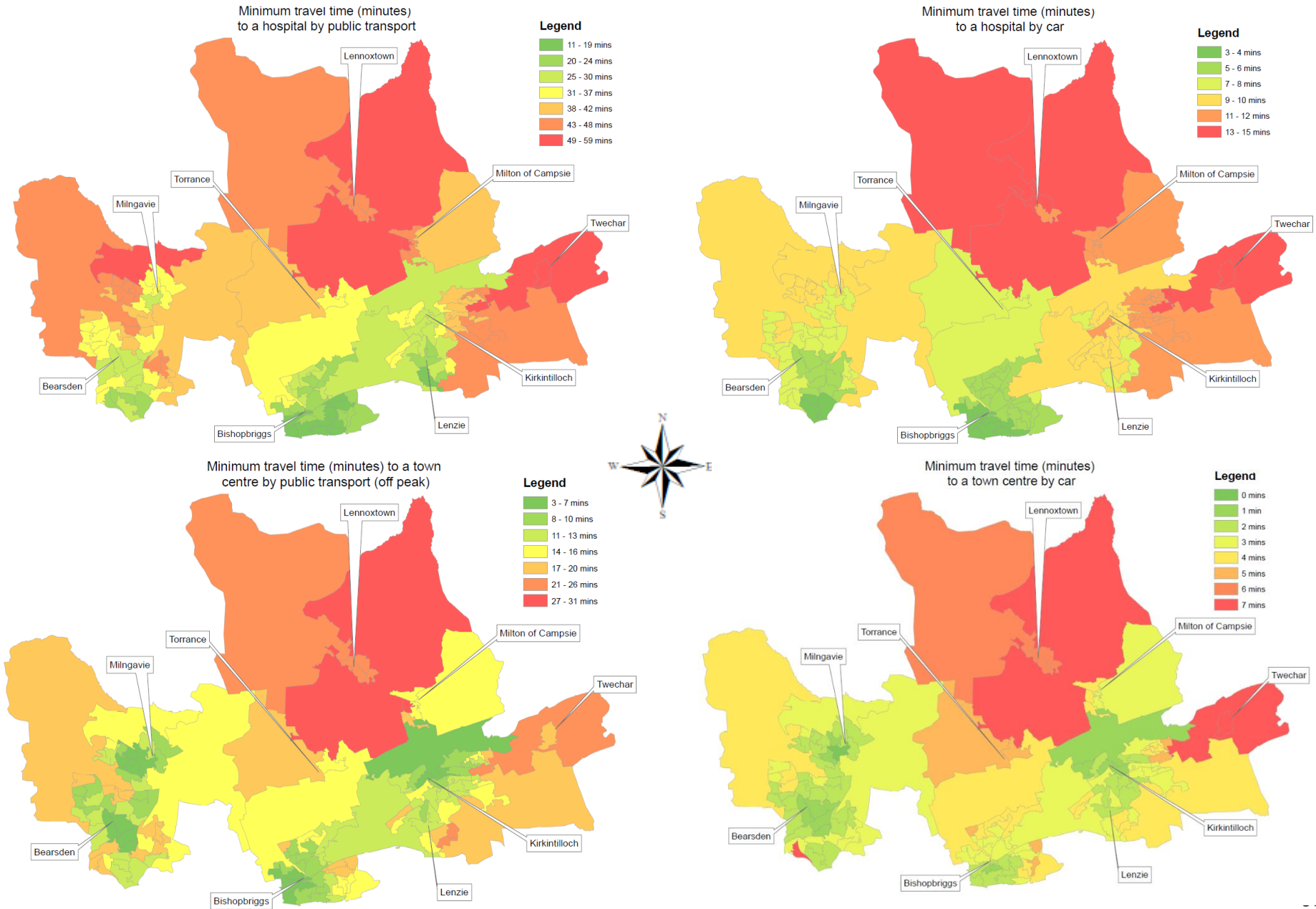


Figure 3.11 – Usual mode of travel to work – 2013-2017 average

The Scottish Household Survey asks respondents to state their usual mode of travel to work. Figure 3.10 shows the most recent results from 2017 and Figure 3.11 shows the average of results over the past 5 years. On average, East Dunbartonshire displays higher than average driving and rail levels than the regional and national average. Levels of active travel to work are lower in East Dunbartonshire with walking and cycling 9% and 1.5% lower than the national average respectively. On average, commuting to work by bus is lower than both the regional and national averages, however, 2016 shows an increase in bus use with 11.8% of respondents stating they travelled to work by bus. Overall, the average levels illustrated in Figure 3.11 mirror the results of the 2011 census.

Accessibility Analysis



3.3 Active Travel

In terms of walking and cycling to work in 2016, East Dunbartonshire had low rates of walking (7.7%) when compared with the Scottish national average (12.3%). The average over the past 5 years is 5.7%, much lower than the national average of 13.1%. None of the hundred people who were questioned in East Dunbartonshire in 2016 as part of the Scottish Household Survey travelled to work by bicycle. The average over the past 5 years is 1% for ED, lower than the national average of 2.3%.

Table 3.4 Average levels of walking and cycling as usual mode of travel to work from 2013-2017

Area	Walking (%)	Cycling (%)
East Dunbartonshire	7.1	1.4
SPT	9.9	1.5
Scotland	12.8	2.5

East Dunbartonshire has lower levels of walking and cycling to work than both the regional and national averages.

Bikes available for private use by households

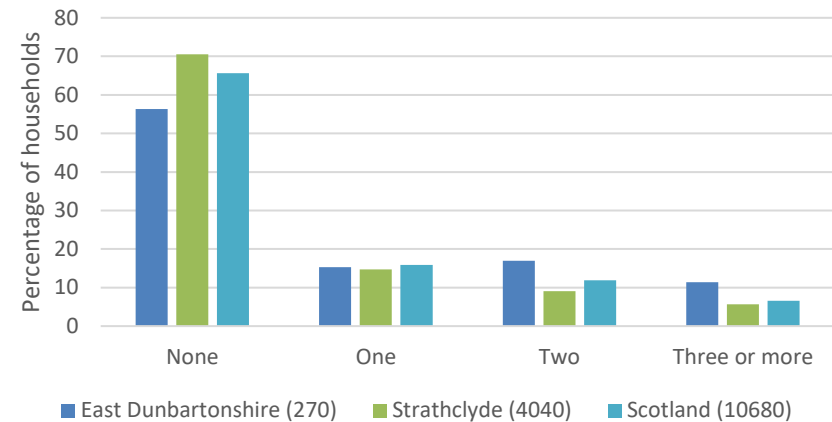


Figure 3.12 Number of bikes available per household 2017 (Sample size in brackets)

East Dunbartonshire has slightly higher cycle ownership rates than the regional and national averages. 56.3% of households in East Dunbartonshire had no bicycles compared to 70.5% in the SPT area and 65.6% nationally. As bike ownership figures generally show, wealthier households are more likely to own at least one bike, this could simply reflect the relative affluence of the authority area. However, it could also suggest their potential for increased cycling is higher than the regional average and that there is scope for attracting extra journeys to be made by bicycle.

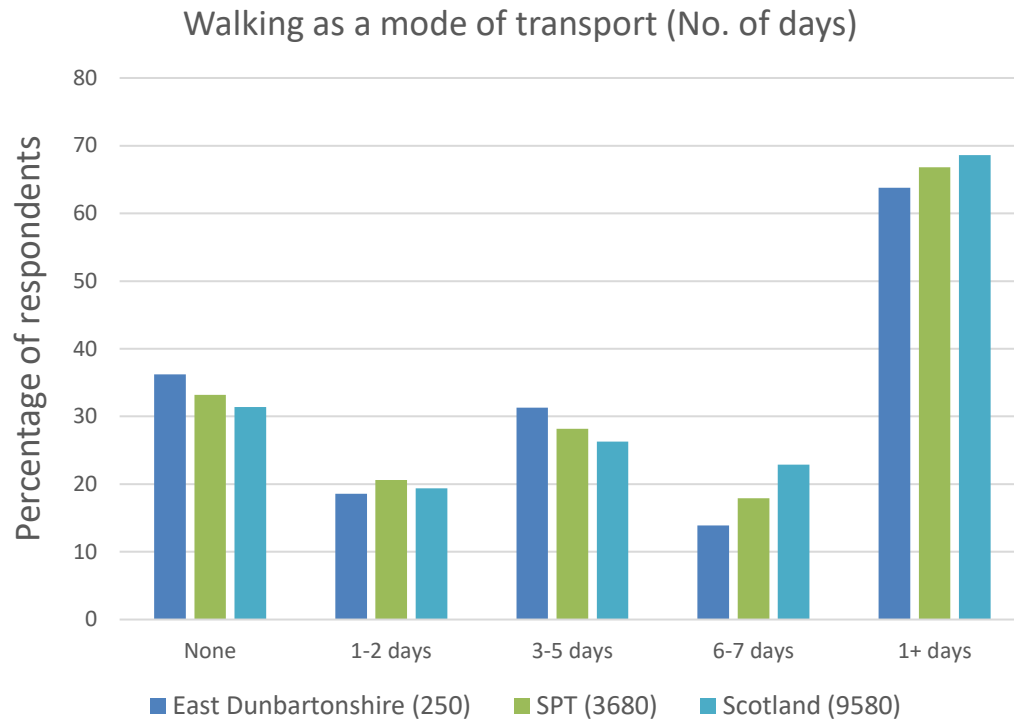


Figure 3.13 shows that walking as a mode of transport is generally lower in East Dunbartonshire when compared to the Strathclyde region and Scotland. 36.2% of respondents in East Dunbartonshire do not walk as a mode of transport at all compared to the national average of 31.4%.

Figure 3.13 Walking as a mode of transport 2016

Local Information on Active Travel

- Lenzie & Kirkintilloch South had the highest percentage of people who travelled to work on foot (18.2%), followed by Bearsden North (18.1%), Kirkintilloch East & Twechar (17.3%) and Milngavie (16.7%), all above the East Dunbartonshire average of 14.9%.
- Campsie & Kirkintilloch North had the lowest percentage of people who travelled to work on foot (10.4%).
- 0.7% of residents in East Dunbartonshire travelled to work or study by bicycle this was lower than the Scottish average of 1.3%.
- Bearsden North had the highest percentage of residents that travelled to work by bicycle (1.1%) followed by Bearsden South (1%) and Milngavie (1%).

Travel to school

The Sustrans Hands Up Scotland Survey was established in 2008 and is by far the largest dataset to examine travel to school across Scotland. The survey is a joint initiative by Sustrans and local authorities and is funded by Transport Scotland. Table 3.5 below summarises East Dunbartonshire travel patterns for travel to school.

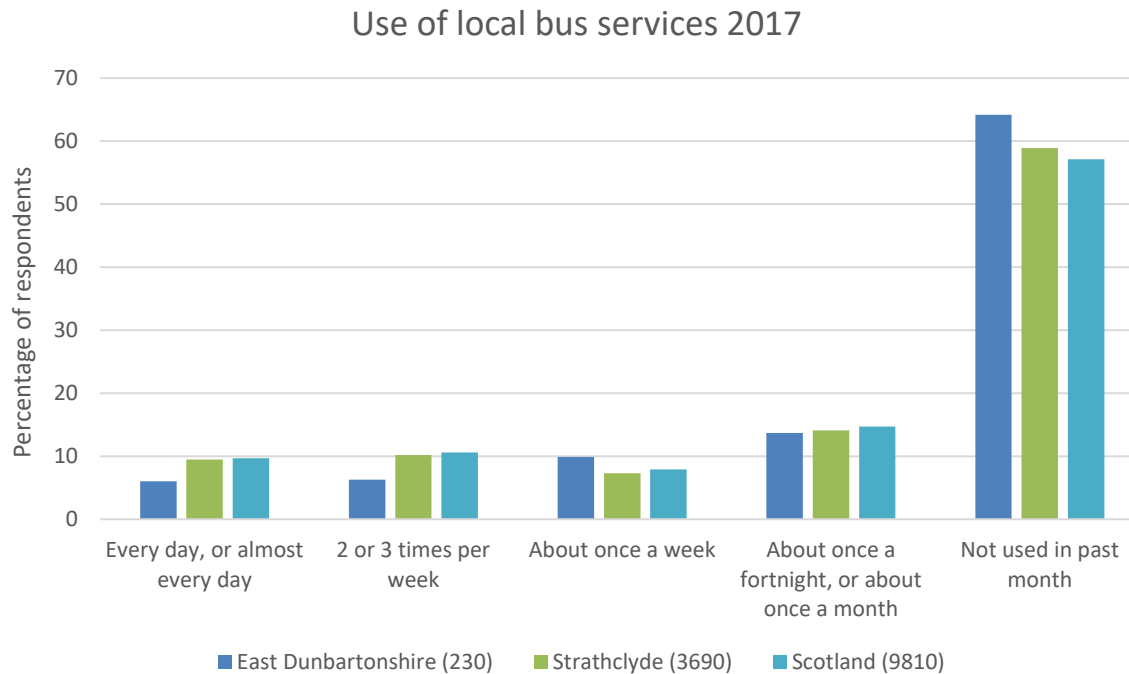
Compared to the national average, East Dunbartonshire has higher levels of walking to school, lower levels of cycling to school and lower levels of taking a bus to school than the national average in 2018. In recent years in East Dunbartonshire, more school pupils were driven to school than the Scottish average.

Table 3.5 Travel modes to school – all school types⁷

Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Sample Total
2010	45.2%	3.3%	1.2%	11.6%	25.2%	11.5%	1.2%	0.7%	11,000
2011	43.8%	1.9%	0.3%	6.6%	33.4%	13.1%	0.7%	0.2%	3,734
2012	43.5%	2.5%	1.2%	11.8%	26.1%	12.1%	1.9%	1.0%	11,861
2013	45.6%	2.0%	2.0%	12.6%	25.3%	10.5%	1.2%	0.8%	9,839
2014	47.1%	2.5%	2.3%	10.2%	25.5%	10.2%	1.7%	0.5%	10,801
2015	48.1%	2.8%	2.1%	11.8%	21.6%	10.9%	1.1%	1.7%	6,881
2016	-	-	-	-	-	-	-	-	-
2017	42.5%	3.1%	1.9%	12.6%	23.8%	14.3%	1.1%	0.9%	12,100
2018	43.4%	3.1%	1.7%	11.9%	25.2%	12.7%	1.3%	0.7%	12,545
Scottish average 2018	42.5%	3.8%	2.4%	9.8%	23.1%	16.2%	1.7%	0.5%	468,537

⁷ Sustrans – Hands Up Survey 2018

3.4 Public Transport



In 2017, East Dunbartonshire displayed relatively low levels of everyday bus use at 6% compared to the regional and national average of 9.5% and 9.7% respectively. The average over the past 5 years shows a similar trend, with 7% for ED being lower than the regional and national averages of 11% and 10% respectively. The percentage of people not using the bus in the past month in East Dunbartonshire in 2017 was 64.2% which is higher than the average over the past 5 years of 61.4%.

Figure 3.14 Adults use of local bus services in the previous month – 2017⁸

⁸ Scottish Household Survey 2017

Bus Service and Infrastructure Provision

- There are 460 bus stops and 185 shelters in East Dunbartonshire. These are maintained by SPT under an agency agreement.⁹
- Approximately 9,400 ZoneCards, (the multi modal ticket for Strathclyde) saved East Dunbartonshire residents an estimated £310,000 in 2016/17. It is estimated 470,000 trips were made using a ZoneCard by East Dunbartonshire residents.¹⁰

Community and Subsidised bus Services.¹¹

- There are 14 supported local bus services carrying approximately 400,000 passengers. These services are supported by SPT.
- There are 4 MyBus services (demand responsive) carrying 23,000 passengers.
- SPT also support the East Dunbartonshire/Community Transport Link and other Community Transport services in East Dunbartonshire
- SPT administer 72 school bus contracts under an agency agreement carrying 1700 school children per day.

Table 3.6 The supported bus services in 2018/19 in East Dunbartonshire

Service Number	Route
6B	Duntocher – Bearsden – Anniesland – Glasgow city centre
15	Milngavie – Anniesland
47/47A	Milngavie – Torrance – Kirkintilloch
68/71/71A	Torrance – Glasgow
72	Glasgow – Kirkintilloch – Torrance
84/84A/84B	Kirkintilloch – Twechar/Banton
88C/89	Kirkintilloch – Glasgow / Kilsyth-Kirkintilloch-Glasgow
118	Duntocher – Baljaffray – Gartnavel Hospital
142	Bishopbriggs Local
178	Moodiesburn – Kirkintilloch
344/344A	Croy Station – Twechar
381	Kilsyth – Balmalloch – Twechar
C10	Balfron – Strathblane – Milngavie – Glasgow

⁹ SPT Transport Outcomes Report – East Dunbartonshire 2017/2018

¹⁰ SPT Supporting Improved Local Outcomes for East Dunbartonshire 2018/19

¹¹ SPT Transport Outcomes Report – East Dunbartonshire 2017/2018

Use of train services 2017

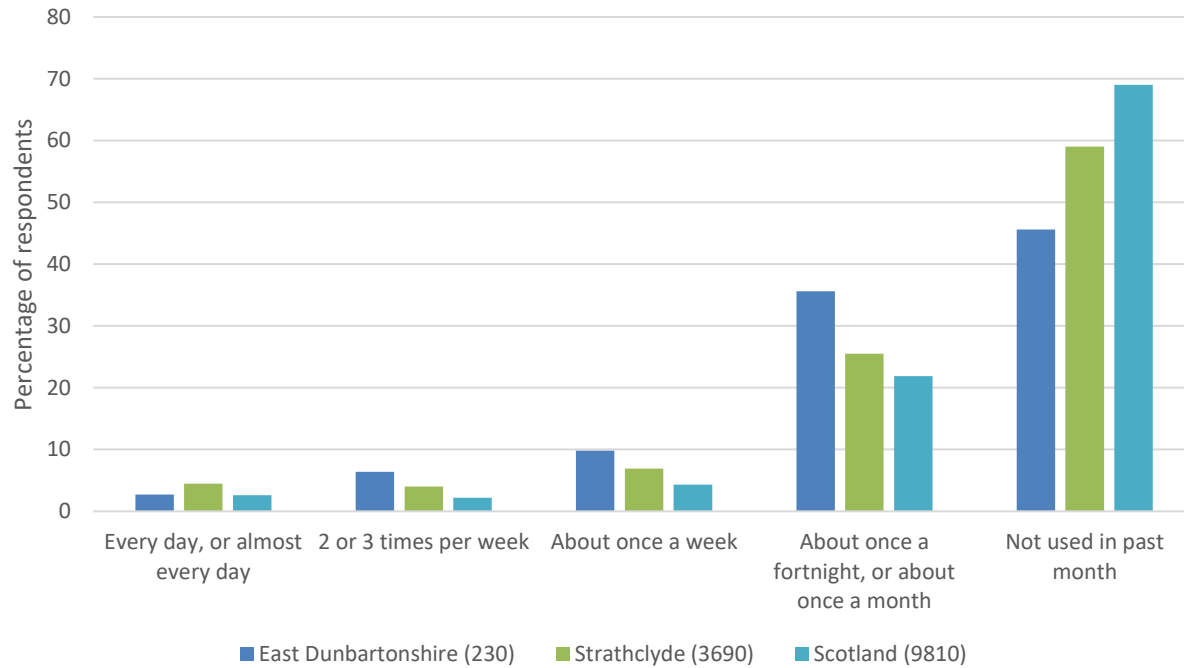


Figure 3.15 illustrates that use of train services in East Dunbartonshire is higher than regional and national levels. East Dunbartonshire has higher levels than the regional and national levels across the first 4 categories and the percentage of respondents not using the train service in the past month is lower than both regional and national levels.

Figure 3.15 East Dunbartonshire - Adults use of train services in the previous month 2017¹²

¹² Scottish Household Survey 2017

Estimated entries and exits at rail stations in East Dunbartonshire

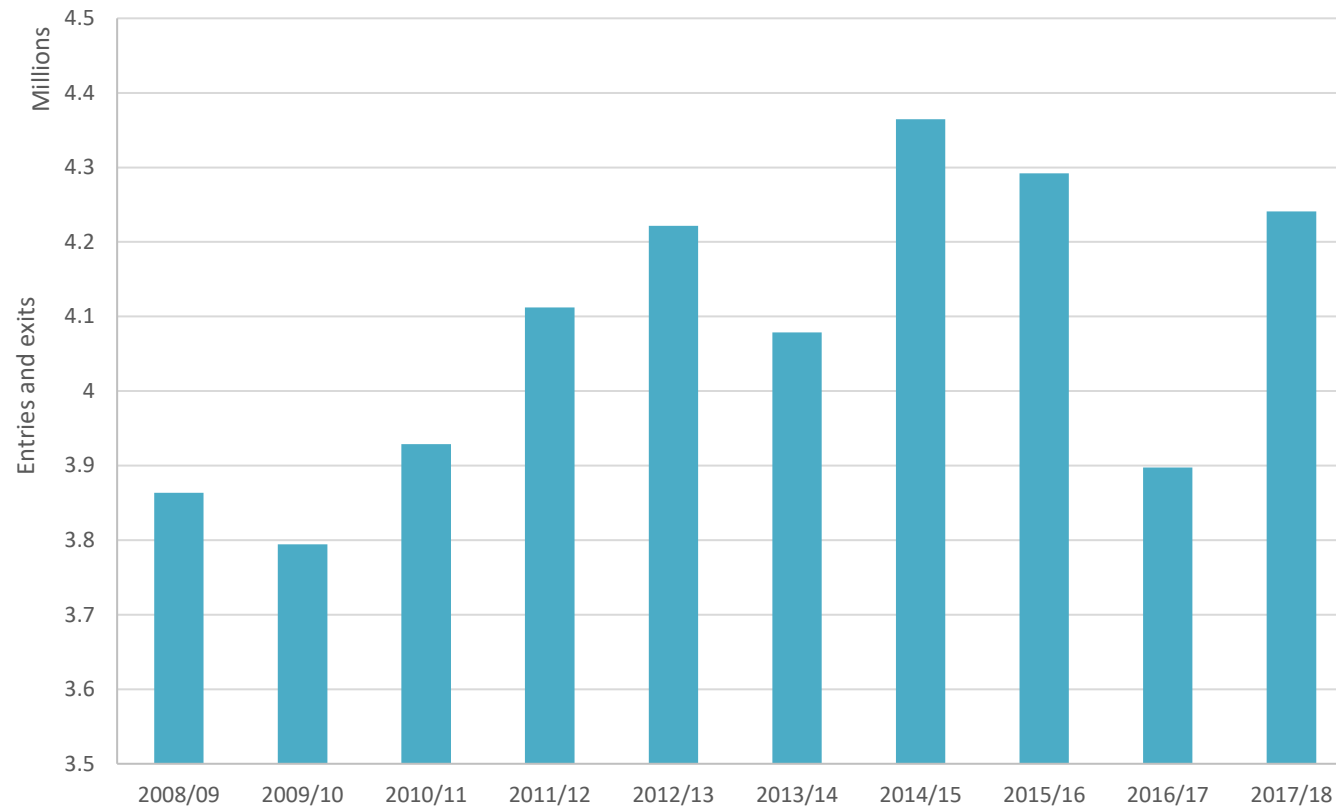


Figure 3.16 Current Estimated Usage of Existing East Dunbartonshire Stations¹³

¹³ <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Estimated entries and exits at rail stations on A81 Corridor

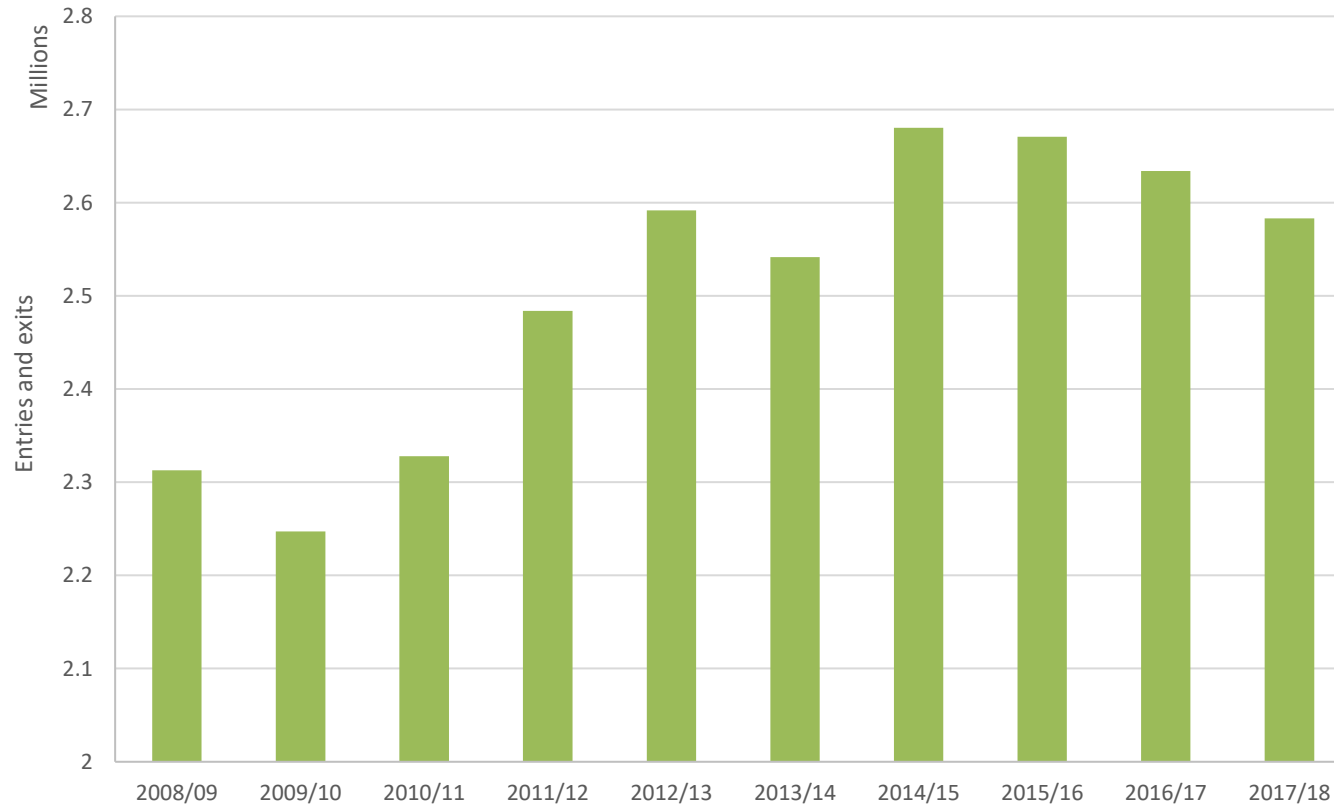


Figure 3.17 – Estimated usage of rail stations on the A81 corridor

Estimated entries and exits at Lenzie and Bishopbriggs

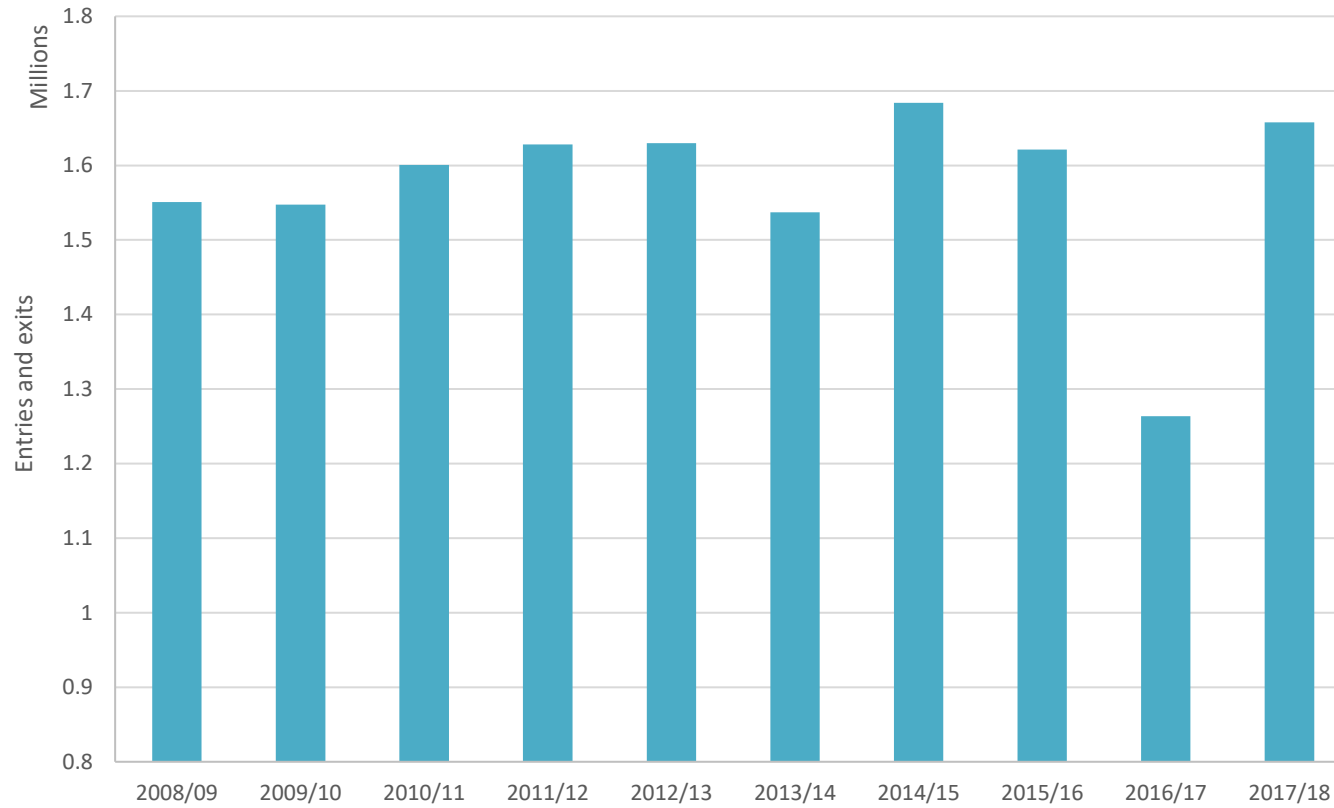


Figure 3.18 – Estimated usage of Lenzie and Bishopbriggs rail stations

- Since 2008/09, the total number of entries and exits at rail stations in East Dunbartonshire has risen by almost 10% and peaked in 2014/15 with over 4.36 million entries and exits recorded. However, there has been a 2.8% decrease across all stations since 2014/15 which goes against the national trend, where year on year increases have been recorded.
- The total number of people using the stations on the A81 corridor has risen by 11.7% since 2008/09 levels and fallen by 3.6% since 2014/15 levels.
- Bishopbriggs station has recorded the biggest drop in entries and exits since 2014/15 levels with a decrease of 7.6%. Lenzie is the only station which has recorded growth since 2014/15 with recorded growth of 4.46% in the same timeframe.
- The figures recorded for 2016/17 at Lenzie and Bishopbriggs were affected by works on the Edinburgh Glasgow Improvement Programme
- Milngavie, Lenzie, Westerton, Bishopbriggs and Bearsden are the 32nd, 36th, 44th, 47th, and 74th busiest rail stations in Scotland respectively¹⁹.

3.5 Roads

Road Traffic

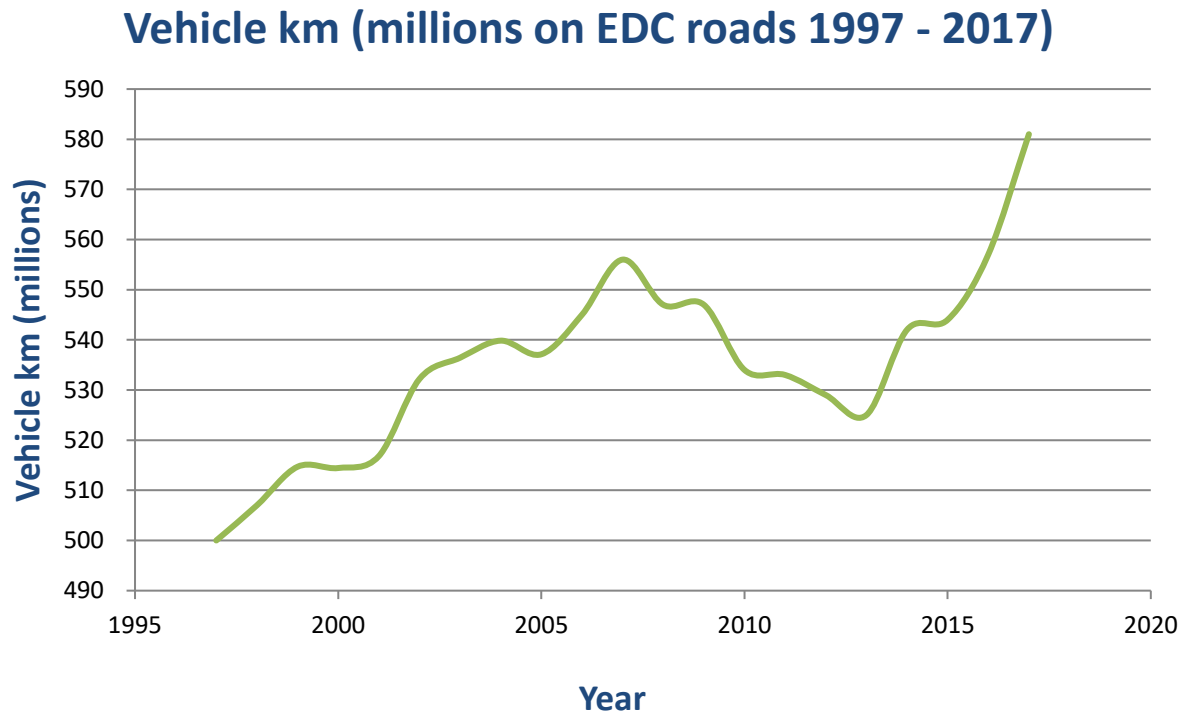


Figure 3.19 Vehicle km (millions) on East Dunbartonshire roads

Figure 3.19 shows the 20 year trend of traffic volume on all roads within East Dunbartonshire. The continued rise was halted in 2008, parallel to the financial crisis. Since then, it has continued to rise and there are now higher levels of vehicle km recorded on EDC roads since records began. This trend follows the pattern seen at a national level. The breakdown of vehicle km per road type can be viewed in Table 3.8 below.

Table 3.8 Vehicle km (millions) per class of road 2017

	Non-trunk A urban	Non-trunk A rural	Total: All major roads (M and A)	Minor roads (B, C and unclassified)	Total: all roads
Number of vehicle km (millions)	118	97	215	366	581

Table 3.9 Scottish Household Survey -“Number of Cars available for private use by Households 2017”

Area	None	One	Two	Three or more	Sample Size
East Dunbartonshire	14.6	42.6	32.3	10.5	270
SPT	31.3	41.4	21.9	5.4	4040
Scotland	28.1	42.7	23.4	5.8	10680

East Dunbartonshire is shown to have higher car ownership rates than the regional and national average.

Table 3.10 Scottish Household Survey - Congestion delays experienced by drivers and car occupancy, 2016

Area	2016 – Yes (%)	2016 – No (%)	Sample Size
East Dunbartonshire	85.7	14.3	270
SPT	88.3	13.9	4030
Scotland	86.1	11.7	10,470

East Dunbartonshire had similar levels of congestion related delays to the rest of the country and region.

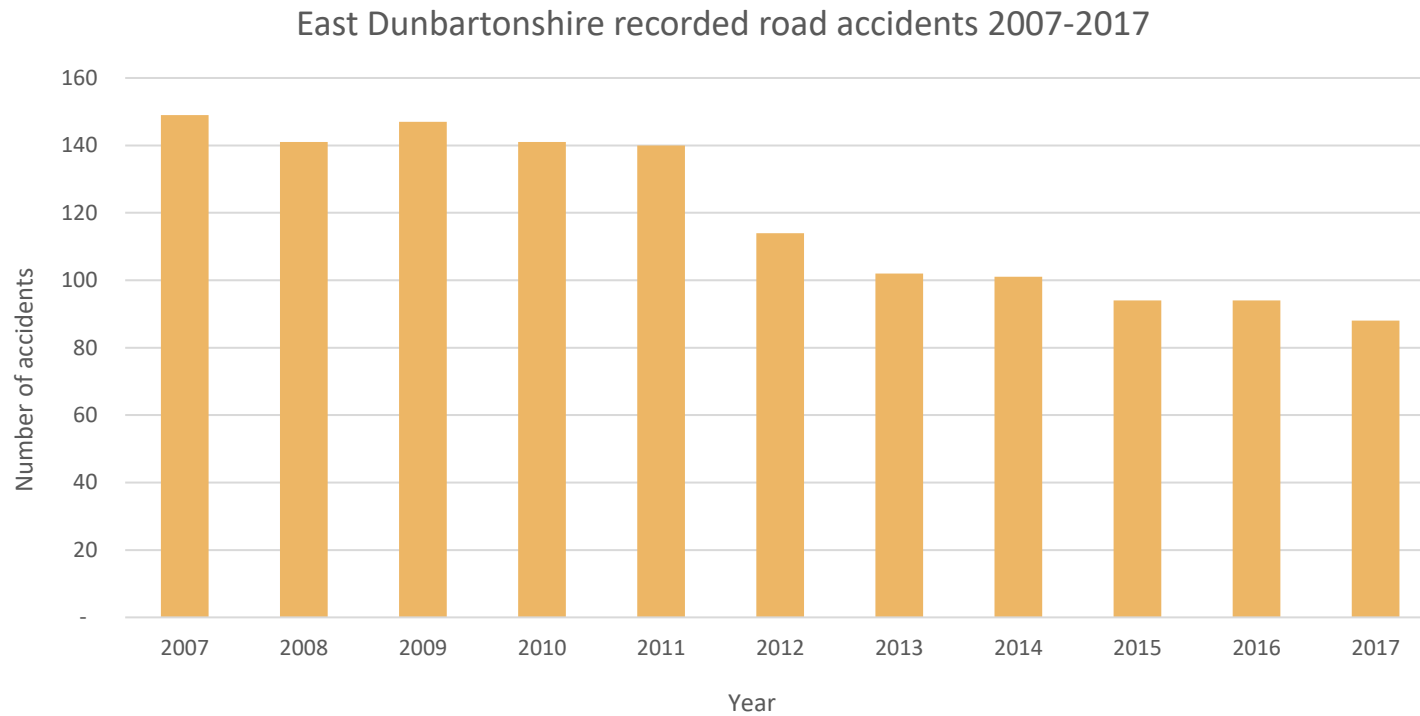


Figure 3.20 – Reported road accidents on East Dunbartonshire roads ¹⁴

The above figure demonstrates that accidents on East Dunbartonshire roads have been falling annually. In 2017 the number of reported road accidents (88) on all roads, fell by 41% compared to the 2007 total (149). The Council is currently on track to reach the Scottish Government’s road safety targets for 2020 of reducing the amount of people killed on roads by 40%, people seriously injured by 55%, children under 16 killed by 50%, children under 16 seriously injured by 65% and a 10 % reduction target in the slight casualty rate to 2020¹⁵.

¹⁴ Transport Scotland - Reported Road Casualties Scotland 2018.

¹⁵ <http://www.gov.scot/resource/doc/274654/0082190.pdf>

Table 3.12 Local authority road network condition (Scottish Transport Statistics 2018)

Authority	A roads		B roads		C Roads		Unclassified		All Roads	
	Condition		Condition		Condition		Condition		Condition	
	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)
East Dunbartonshire	4	24	4	26	3	23	7	31	6	29
Glasgow City	3	25	2	20	2	18	5	28	4	26
North Lanarkshire	2	18	3	21	3	24	6	32	5	28
Stirling	4	26	7	33	9	33	15	35	10	32
West Dunbartonshire	3	24	1	17	4	26	5	29	4	27
Scotland	4	26	6	29	7	29	8	31	7	30

Table 3.12 displays the current condition of East Dunbartonshire Roads based on a traffic light system. Neighbouring authorities and the Scottish average have also been included. The roads in East Dunbartonshire generally have similar condition levels to neighbouring authorities and generally has better conditions compared to the national average.

Petrol and diesel consumption of road vehicles in East Dunbartonshire

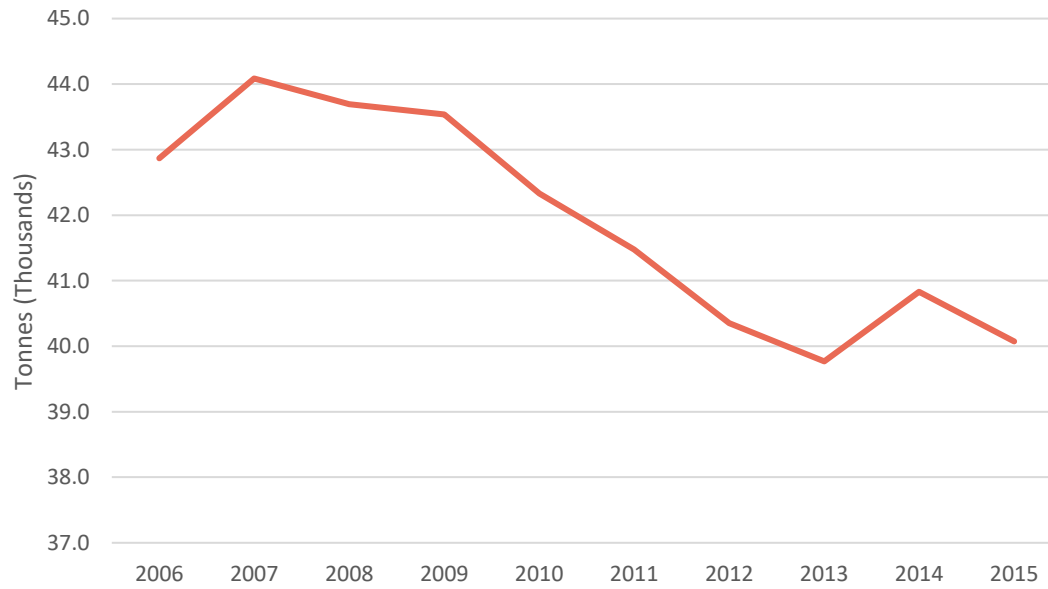


Figure 3.21 Petrol and diesel consumption in East Dunbartonshire

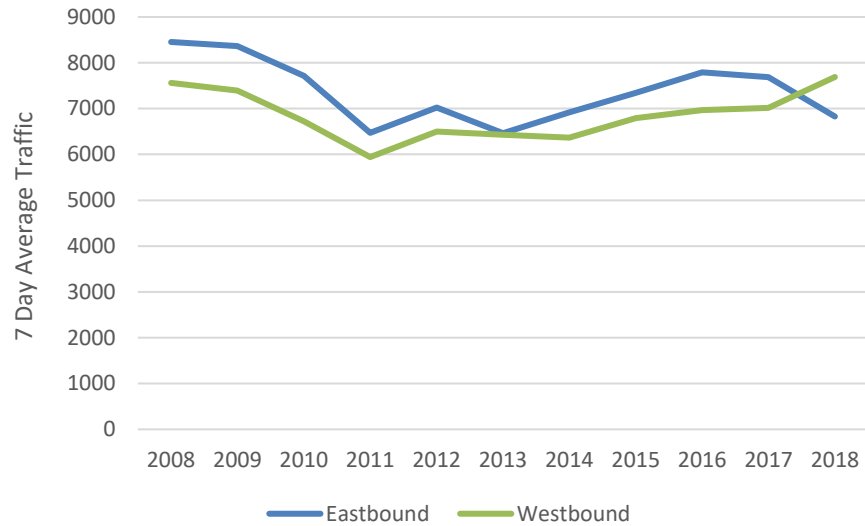
According to Department for Energy and Climate Change data, petrol and diesel consumption in East Dunbartonshire is continuing to fall and the 2015 level is significantly lower than the high of 2007

East Dunbartonshire Traffic Counts

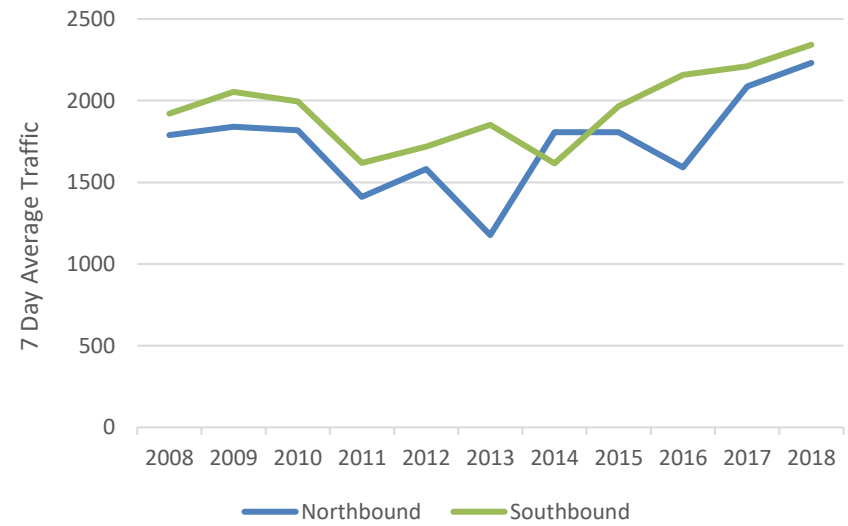
Every year East Dunbartonshire Council is required by the Road Traffic Reduction Act to carry out traffic counts at a range of locations in addition to inspections of the entire road network. RTRA data for East Dunbartonshire illustrates volumes and speeds of traffic at locations throughout the authority area and are shown in the graphs below.

Traffic speeds surveys are also commissioned on an ad hoc basis where perceived speed issues have been raised and to help inform policy documents such as Town Centre Strategies for Bearsden, Milngavie, and Bishopbriggs as well as for place plans.

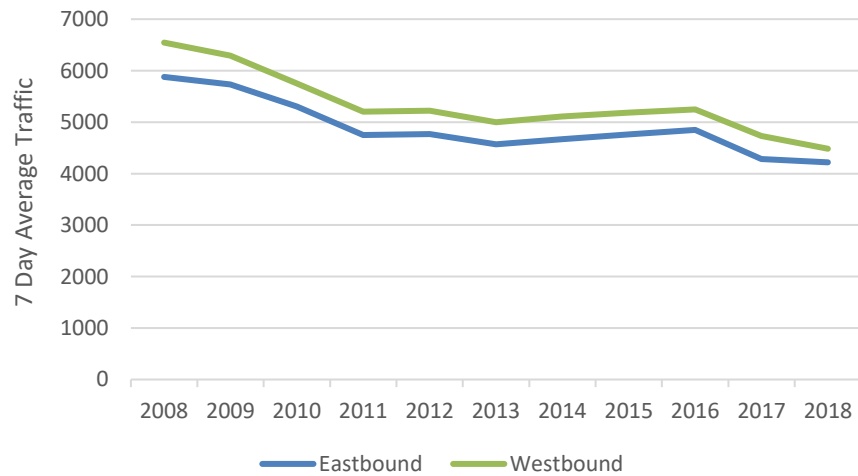
1. A810 Duntocher Road



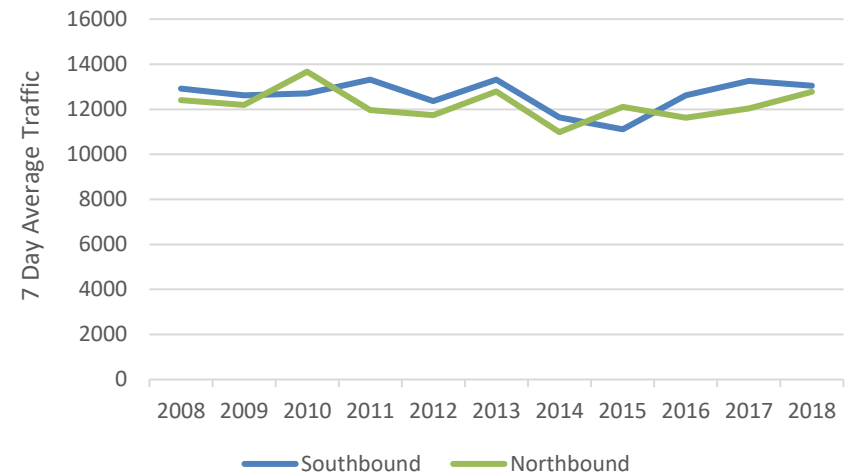
2. Peel Glen Road



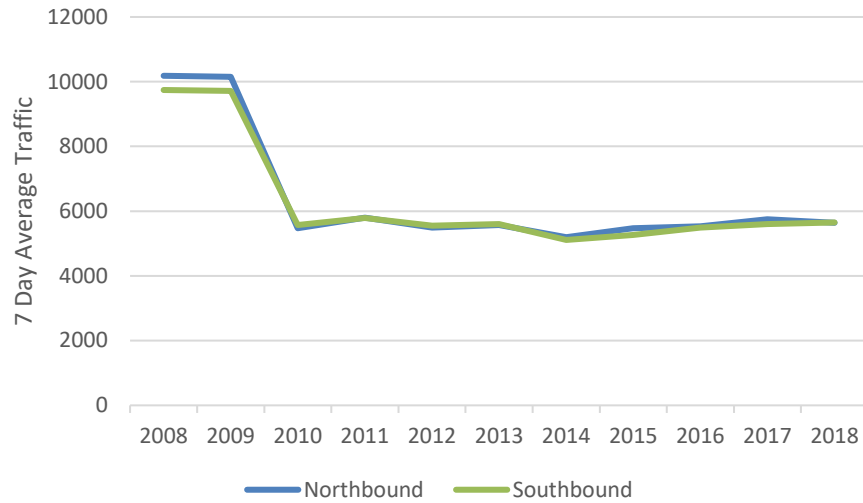
3. Canniesburn Road - October



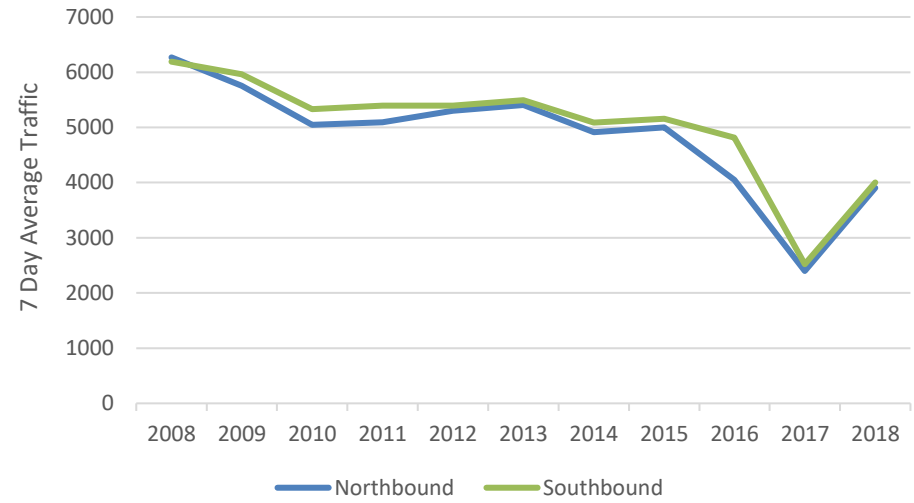
4. Switchback Road



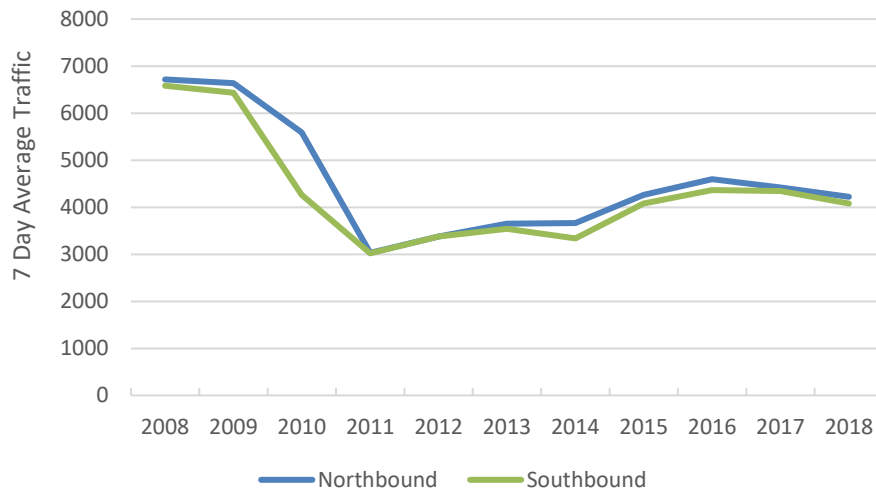
5. A879 Balmore Road



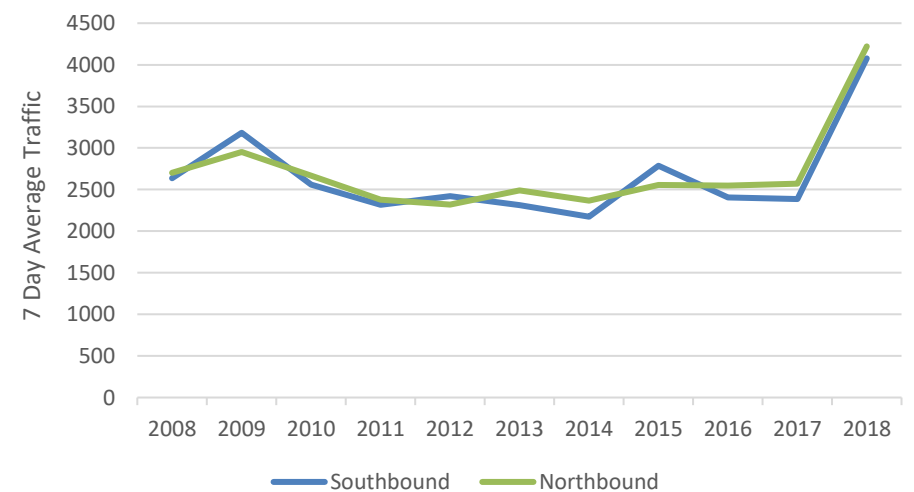
6. B765 Hillhead Road



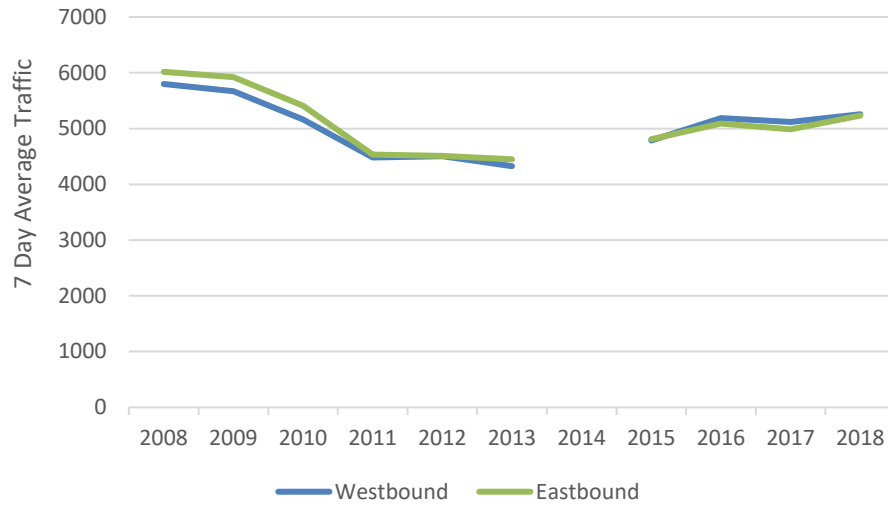
7. B757 Auchinloch Road



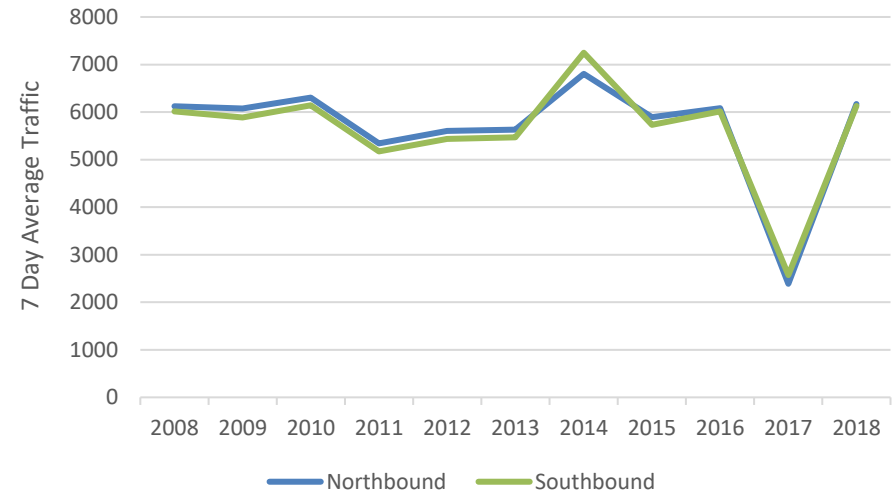
8. B757 Lindsaybeg Road



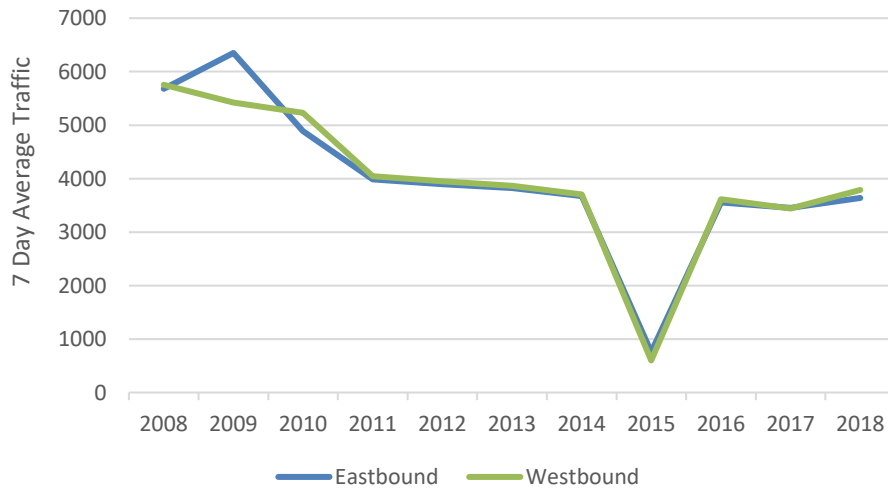
9. B8049 Boclair road



10. A807 Auchenhowie road



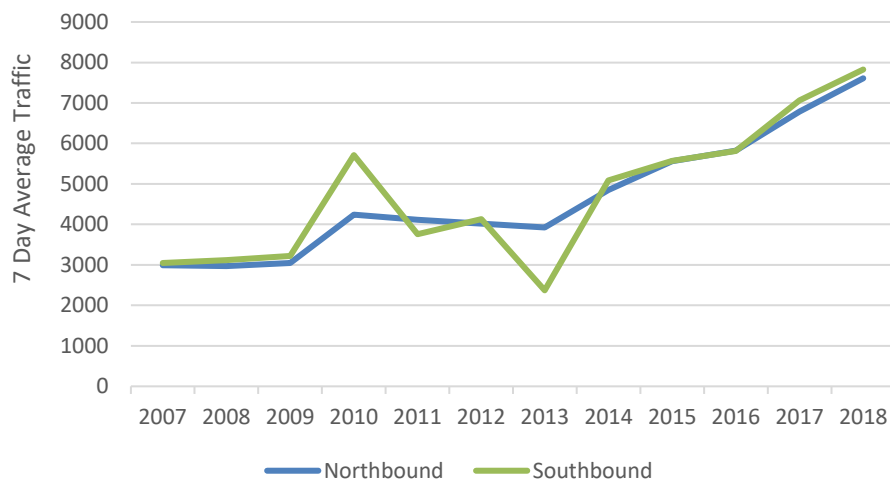
11. B8048 Kirkintilloch Road



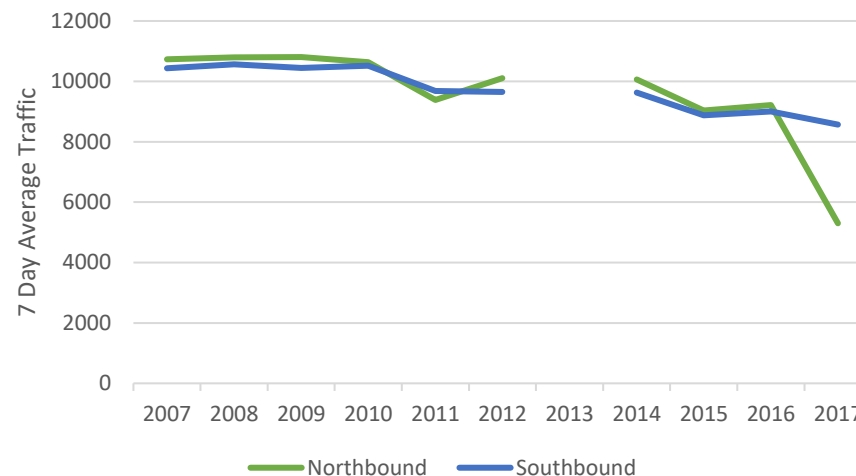
12. A803 Kilsyth Road



13. Bishopbriggs Relief Road (Phase 2)



14. A81 Milngavie Road



Overall Traffic levels and Trends

The above charts show the 7 day average traffic levels for each site. The data is recorded in the same week each year to provide a consistent and comparable dataset. The majority of sites experienced a fall in road traffic following the economic downturn in 2008, similar to East Dunbartonshire as a whole (Figure 3.10). Various sites are showing that traffic levels have grown towards the levels experienced before the economic downturn, such as site 1 (Duntocher Road), site 2 (Peel Glen Road), and site 8 (Lindsaybeg Road). Road traffic levels at some sites are gradually reducing, such as site 3 (Canniesburn road), site 6 (Hillhead road), site 11 (Kirkintilloch Road), site 12 (Kilsyth Road), and site 14 (A81 Milngavie Road). Notable points include large traffic levels at site 5 (Balmore Road) between 2007 and 2009, which have since normalised. Road works at site 9 (Boclair Road) in 2014 resulted in no data being recorded. Works at Drumgrew Bridge in 2015 resulted in lower than normal traffic levels for site 11. Traffic levels rose on Bishopbriggs Relief Road with the opening of phase 2 around 2009 and the opening of phase 3 around 2014.

Excluding these notable events, absolute levels are generally lower than peaks of the mid 2000s, north/south or east/west trends tend to move in parallel, likely reflective of the high proportion of commuters within East Dunbartonshire making daily AM and PM trips to work or study. Development does not appear to have had a dramatically adverse effect on overall traffic levels.

3.6 Parking

Parking provision in East Dunbartonshire, due to the high car ownership rates in East Dunbartonshire is considered to be an important issue. Throughout various consultation exercises carried out by the Council, parking is often highlighted as one of the most important issues with respect to transport. In 2011, the Police relinquished duties of parking enforcement. The duty to enforce parking regulations was transferred to local authorities following an application to apply for Decriminalised Parking Enforcement (DPE) powers and a licensing and consultation process. In 2013, East Dunbartonshire Council assumed the parking enforcement duties. DPE is explained below, as defined by Transport Scotland.

“What is Decriminalised Parking Enforcement?”

Decriminalised Parking Enforcement (DPE) is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs) to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority.

Local authorities retain the income from penalty charges and from on and off street parking to finance the operation, enforcement and adjudication of the DPE regime. Any surpluses are used firstly for the provision and maintenance of off-street parking facilities and secondly for road

improvement and public transport purposes in the local authority area.”

¹⁶

DPE regimes may be operated without any on-street charging, however, local authorities do have the powers to introduce on-street charging. It is also possible for car parking attendant duties to be merged with other community function, e.g. integrate parking responsibilities with existing posts such as community wardens.

It has been apparent for some time that many town centre car parks are being used as a free ‘park and ride’ facility with people using car parks to leave their vehicle and walk to a train station or bus stop. This practice, while preferable to a private car journey for the full trip, clogs up the town centre car parks for those who seek to use the services within the town centre during the day. There was low parking space turnover and the businesses were not seeing the benefits of car parking provision as the spaces were used by people who did not use the shops and services in the town centres.

In order to increase turnover and stimulate use of the town centres, from 4 July 2016, parking charges were introduced in seven car parks in East Dunbartonshire. The aim was to reduce weekday commuters clogging the car parks and freeing up spaces for town centre users. In June 2018, the parking charging scheme was amended.

¹⁶ <http://www.transport.gov.scot/system/files/documents/tsc-basic-pages/Road/Decriminalised%20Parking%20Enforcement.pdf>
<http://www.transport.gov.scot/system/files/documents/tsc-basic-pages/Road/Decriminalised%20Parking%20Enforcement.pdf>

Charges are now in place between 9am-5.30pm Monday to Saturday with no restrictions in the evenings or Sundays.

The parking costs are:

- 0-2 hours - £1
- 2-3 hours - £2
- 3-4 hours - £3
- Over 4 hours - £5

Parking Provision

The following table lists all car parking space provision in East Dunbartonshire.

Table 3.13 Charged spaces

Name	Town	Total Spaces
Carpark off Roman Road	Bearsden	71
Bearsden Hub	Bearsden	24
Kenmure Drive Car Park	Bishopbriggs	59
Barleybank Carpark	Kirkintilloch	84
Wm. Patrick Library	Kirkintilloch	89
Douglas Street Car Park	Milngavie	57
Mugdock Road Car Park	Milngavie	73
Stewart Street (North) Car Park	Milngavie	21
Woodburn Way Car Park	Milngavie	65

Table 3.14 Free Parking within Council Enforcement

Name	Town	Ordinary spaces	Disabled spaces
Brookwood Library	Bearsden	26	4
Carpark Kessington Road shops	Bearsden	16	0
Carpark next to shops	Bearsden	34	2
Glebe Carpark	Bearsden	91	1
Kilmardinny House Car Park	Bearsden	71	2
Kinnoul Car Park	Bearsden	21	0
Stockiemuir Court	Bearsden	3	1
Westerton Hall & Library	Bearsden	13	1
Library	Bishopbriggs	11	2
Broomhill Depot Main door	Kirkintilloch	33	2
Broomhill Depot opp main building	Kirkintilloch	39	0
Carpark at shops	Kirkintilloch	55	0
Catherine Street Car Park	Kirkintilloch	20	3
Enterprise House	Kirkintilloch	143	4
Lammermoor Road Car Park	Kirkintilloch	9	0
Lenzie Hall	Kirkintilloch	17	1
McGregor House	Kirkintilloch	15	2
Merkland Playing Fields	Kirkintilloch	40	2
Peel Park	Kirkintilloch	6	1
Rochdale Place Car Park	Kirkintilloch	29	0
Shamrock Street Car Park	Kirkintilloch	17	2
Whitegates Carpark	Kirkintilloch	29	0
Southbank House	Kirkintilloch		

Name	Town	Ordinary spaces	Disabled spaces
Carpark - Enterprise Centre	Lennoxtown	56	4
Carpark - Lennox Square	Lennoxtown	21	0
Chapel Street Car Park	Lennoxtown	44	0
Crow Road Car Park	Lennoxtown	51	0
Main Street Car Park	Lennoxtown	16	0
Veitch Place Car Park	Lennoxtown	18	2
Carpark (by Indian Restaurant)	Milngavie	16	2
Clober Car Park	Milngavie	19	0
Enterprise Centre / Library	Milngavie	33	2
Kersland Drive Car Park	Milngavie	26	1
Library & C.E.Centre	Milngavie	30	2
Lillie Art Gallery	Milngavie	16	2
Milngavie Town Hall	Milngavie	25	1
Station (Fulton Road)	Milngavie	32	6
Stewart Street Car Park	Milngavie	16	3
Birdston Road Car Park	Milton of Campsie	21	2
Craighead Centre & Library	Milton of Campsie	12	1
Main Street Car Park	Torrance	11	0

Name	Town	Ordinary spaces	Disabled spaces
Allander Sports Centre	Bearsden	270	4
Baljaffray Primary	Bearsden	31	0
Bearsden Academy	Bearsden	133	8
Boclair House	Bearsden	42	2
Castlehill Primary	Bearsden	33	2
Colquhoun Park Primary	Bearsden	28	0
Killermont Primary	Bearsden	21	1
Langfaulds Cemetery	Bearsden	40	0
Moshead Primary	Bearsden	24	0
St.Andrew's Primary	Bearsden	32	0
The Loaning, sheltered housing	Bearsden	2	0
Westerton Primary	Bearsden	9	0
Auchinairn Primary	Bishopbriggs	18	0
Bishopbriggs Academy	Bishopbriggs	107	6
Cadder Cemetery	Bishopbriggs	58	0
Cleddens Childcare Centre	Bishopbriggs	23	2
Hilton Depot	Bishopbriggs	70	2
Leisuredrome	Bishopbriggs	179	6
Primary Care	Bishopbriggs	0	0
Springfield House	Bishopbriggs	17	1
St.Helen's RC Primary	Bishopbriggs	8	0
St.Matthew's Primary	Bishopbriggs	28	0
Turnbull High	Bishopbriggs	83	8
Westercleddens Primary	Bishopbriggs	21	0
Woodhill Primary	Bishopbriggs	89	2
Auld Aisle Cemetery	Kirkintilloch	10	0

Table 3.15 Public Parking outwith Council Enforcement

Name	Town	Ordinary spaces	Disabled spaces
Broomhill Depot large rear carpark	Kirkintilloch	151	2
Campsie View School	Kirkintilloch	48	0
Gartconner Primary	Kirkintilloch	39	1
Harestanes Primary & Community Centre	Kirkintilloch	25	1
Hillhead Primary	Kirkintilloch	11	1
Holy Family Primary (2 parks)	Kirkintilloch	13	0
Kelvinbank Adult Training Centre	Kirkintilloch	0	1
Kirkintilloch High	Kirkintilloch	86	5
Kirkintilloch Integrated Centre	Kirkintilloch	158	12
Kirkintilloch Leisure Centre	Kirkintilloch	163	7
Kirkintilloch Town Hall	Kirkintilloch	2	0
Lenzie Academy	Kirkintilloch	67	1
Merkland Primary	Kirkintilloch	29	2
Oxgang Primary	Kirkintilloch	24	0
Resource Centre	Kirkintilloch	12	1
St.Agatha's Primary	Kirkintilloch	15	0
St.Flannan's Primary	Kirkintilloch	0	2
St.Ninian's Hall	Kirkintilloch	18	0
St.Ninian's High	Kirkintilloch	66	10

Name	Town	Ordinary spaces	Disabled spaces
Lennoxton Primary	Lennoxton	18	0
St.Machan's Primary	Lennoxton	21	0
Burnbank Sheltered Housing	Milngavie	0	0
Clober Primary	Milngavie	44	0
Craigdhu Primary	Milngavie	24	0
Douglas Academy	Milngavie	7	
Milngavie Primary	Milngavie	21	0
Scout Hall	Milngavie	6	2
Sheltered Housing	Milngavie	5	2
St.Joseph's Primary	Milngavie	14	2
The Grange 1	Milngavie	6	1
Craighead Primary	Milton of Campsie	9	1
Torrance Primary	Torrance	10	1
Leisure Centre	Twechar	20	0
Twechar Primary	Twechar	14	0
Brackenbrae House	Bishopbriggs	0	2
Huntershill House	Bishopbriggs	20	0
Auld Kirk Museum	Kirkintilloch	7	1
Larkfield Centre (temporary)	Lenzie	40	3

The above tables illustrate good parking provision throughout the area however concerns have been raised at Network Rail owned car parks about lack of spaces at rail stations. Provision for cycle and car parking at each of the East Dunbartonshire Stations is given below.

Table 3.16 Parking provision at rail stations within East Dunbartonshire.

Station	Car Parking spaces	Cycle Parking Spaces
Lenzie	149	26
Bishopbriggs	0 – On street	10
Milngavie	134	28
Bearsden	92	16
Hillfoot	16	22
Westerton	110	14

Of all of these Bishopbriggs and Hillfoot have physical constraints around the station and there is almost no scope for increasing parking within the stations.

Blue Badge Holders

The Blue Badge Scheme provides a national arrangement in the UK, and a partnership arrangement in most European countries, of parking concessions for people with disabilities who travel either as drivers or passengers.

There are currently 4,645 blue badge holders in East Dunbartonshire.

4. Air Quality

4.1 National

On 22 September 2017 Scotland's Chief Statistician announced the release of a report on Scottish emissions of carbon monoxide, ammonia, nitrogen oxides, sub-10 micron particulate matter (PM₁₀), sulphur dioxide, lead and non-methane volatile organic compounds (NMVOCs).¹⁷ The Scottish Government announced:

"The main findings are:

- Over the long term there have been reductions in Scottish emissions for all the pollutants. Since 1990, there have been decreases of 10% for ammonia, 63% for PM₁₀, 66% for NMVOCs, 71 per cent for nitrogen oxides, 83 per cent for carbon monoxide, 92 per cent for sulphur dioxide and 99 per cent for lead.

In 2015:

- Ammonia – Scottish emissions accounted for 12% of UK emissions. The main source of Scottish emissions was agriculture – responsible for 87% of emissions.
- PM₁₀ – Scottish emissions accounted for 8% of UK emissions. 40% of Scottish emissions came from commercial, domestic and agricultural combustion, 12% from agriculture and 12% from transport sources.
- Nitrogen oxides – Scottish emissions accounted for 9% of UK emissions. Transport sources accounted for 43% of Scottish emissions, energy industries 28% and industrial combustion 14%.
- NMVOCs – Scottish emissions accounted for 17% of UK emissions. Industrial processes (mainly breweries and distilleries) accounted

for 46% of Scottish emissions, solvents and other product use 20% and fugitive emissions from fuels 15%.

- Sulphur dioxide – Scottish emissions accounted for 10% of UK emissions. 75% of Scottish emissions came from power generation and 20% from combustion.
- Carbon monoxide – Scottish emissions accounted for 7% of UK emissions. Combustion accounted for 63% of Scottish emissions and transport 28%.
- Lead – Scottish emissions accounted for 4% of UK emissions. Industrial combustion accounted for 30% of Scottish emissions, energy industries 24%, industrial processes 20% and other combustion processes 18%

There are uncertainties associated with all estimates of pollutant emissions. The uncertainty ratings are "high" for ammonia, carbon monoxide and PM₁₀, "moderate" for NMVOCs and lead and "low" for nitrogen oxides and sulphur dioxide. However, although for any given year considerable uncertainties may surround the emission estimates, it should be noted that trends over time are likely to be more reliable."¹⁸

¹⁷ http://naei.beis.gov.uk/reports/reports?report_id=895

¹⁸ <http://news.scotland.gov.uk/News/Scottish-Emissions-of-Air-Pollutants-2014-Results-2ad3.aspx>

4.2 Local

Local authorities across Scotland are required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholders to improve local air quality. A Local Air Quality Management (LAQM) Report is required to be produced annually. The report fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents. Poor air quality has been identified as dangerous to human health and creates an unpleasant environment for all. Improving air quality is part of Transport Scotland's high level NTS strategic outcome, stated below:

“To ‘reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health.’

In East Dunbartonshire, the main pollutants of concern are Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). Previous modelling studies have indicated that the source of pollutants is mainly due to road traffic emissions; both volume of traffic and congestion. Indeed, Cleaner Air for Scotland identifies transport as a key cause of poor air quality and acknowledges that a sixth of PM₁₀ and over a third of NO_x is caused by road transport. Emissions from transport have been identified as the main contributor of NO₂ and PM₁₀ (particulates) pollution, specifically, in East Dunbartonshire. Domestic emissions are the main contributor of CO₂ emissions. The busiest routes that are of concern in relation to air quality within East Dunbartonshire are the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. There are currently two Air Quality Management Areas (AQMA) declared within

East Dunbartonshire, Bishopbriggs (declared in 2005) and Bearsden (declared in 2011), both of which were declared an AQMA after several years of exceeding national NO₂ and PM₁₀ objective levels. Maps of both AQMAs are found in Figures 4.1 and 4.3

East Dunbartonshire Council prepares an annual progress report for air quality for submission to the Scottish Government which details data on NO₂ and PM₁₀ pollutants and provides further detail on industrial and commercial developments in order to determine whether air quality in the authority area is in compliance with the Scottish and UK air quality objectives.

Table 4.1 A summary of the Air Quality Objectives in Scotland is provided below.

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m ³	Annual mean	31.12.2005
Particulate Matter (PM ₁₀)	50 µg/m ³ , not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	18 µg/m ³	Annual mean	31.12.2010
Particulate Matter (PM _{2.5})	10 µg/m ³	Annual mean	31.12.2020
Sulphur dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m ³	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m ³	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m ³	Running 8-Hour mean	31.12.2003
Lead	0.25 µg/m ³	Annual Mean	31.12.2008

East Dunbartonshire Council has 4 continuous automatic analysers. These are situated in the 4 largest settlement areas in the following locations:

Bearsden – Roman Road/Drymen Road
Bishopbriggs – Crowhill Road
Kirkintilloch – Townhead
Milngavie – Park Road/Main Street

Monitoring over 2016 indicates an overall downward trend in annual mean NO₂ concentration at 3 out of the 4 sites with the exception being Bearsden, which displayed an unexpected exceedance. This was the first recorded exceedance at any of the 4 sites in the last 5 years.

There was no exceedance of the PM10 annual mean at any of the 4 sites, however, there is no noticeable, steady downward trend.

Levels in Bishopbriggs have decreased overall in recent years and modelling work undertaken has indicated that work can begin towards revoking the AQMA. For this reason, the Bishopbriggs Air Quality Action Plan will not be updated. A draft Bearsden Air Quality Action Plan was consulted on in early 2018 with an amended version to follow.

Air quality is a material consideration within the planning decision making process, ensuring local development proposals are considered in terms of air quality to ensure the implications are examined and considered in advance and appropriate consultation takes place with partners such as SEPA and Scottish Natural Heritage.

Actions to Improve Air Quality

East Dunbartonshire Council has undertaken a number of Clean Air Initiatives to help improve air quality including school banner competitions to encourage the switch off of vehicle engines; and patrols with Environmental Protection staff and Police Scotland to raise

awareness of air quality issues. East Dunbartonshire Council has taken forward a number of measures which were detailed in the Bishopbriggs Action Plan during the current reporting year of 2016 in pursuit of improving local air quality. The key completed measures are:

- Support the completion of the Kirkintilloch Link Road (KLR) and ensure that appropriate signage is installed for the KLR to encourage Glasgow commuter traffic away from the A803 corridor. **Completed in late 2010**
- Support the construction of phases 3 to 5 of the Bishopbriggs Relief Road (BRR) to the east of Bishopbriggs. **Phase 3 was completed in 2015 and phase 4 is now in progress**
- Support Network Rail and ScotRail in increasing and improving rail services to and from Bishopbriggs and other stations in East Dunbartonshire. **Extension to platform to allow longer trains to stop now completed. Supporting the Edinburgh Glasgow Improvements Programme (EGIP)**
- The Active Travel Strategy has a range of measures for walking and cycling, infrastructure and behaviour change that aim to facilitate increased walking and cycling. Many of these measures have been delivered: Healthy Habits Signage across the authority area, Bears Way Cycleway Phase 1, Kirkintilloch Masterplan including a 20 Mph speed restriction, increase cycle parking at stations and town centres with more to follow.
- Feasibility for a multi modal sustainable transport corridor along the A803 in Bishopbriggs and examine options for increasing public transport and active travel in Bishopbriggs Town Centre. **This has been completed in 2017.**

East Dunbartonshire Council expects the following measures to be completed over the course of the next reporting year:

- Support construction of phases 4 to 5 of the BRR to the east of Bishopbriggs. Phase 4 should be completed over the course of 2018 which is likely to remove some traffic off the A803 through Bishopbriggs town centre.
- Investigate preferential licensing for taxis with low emissions. New powers gained by Licensing Standards Officers may address this over the course of the next reporting year. Older taxi stock can be more polluting therefore upgrading the quality of the licensed taxi stock should help improve air quality.

Local Priorities and Challenges

Adoption of the Bearsden Air Quality Action Plan and continued monitoring of the Bishopbriggs AQMA are the local priorities for air quality.



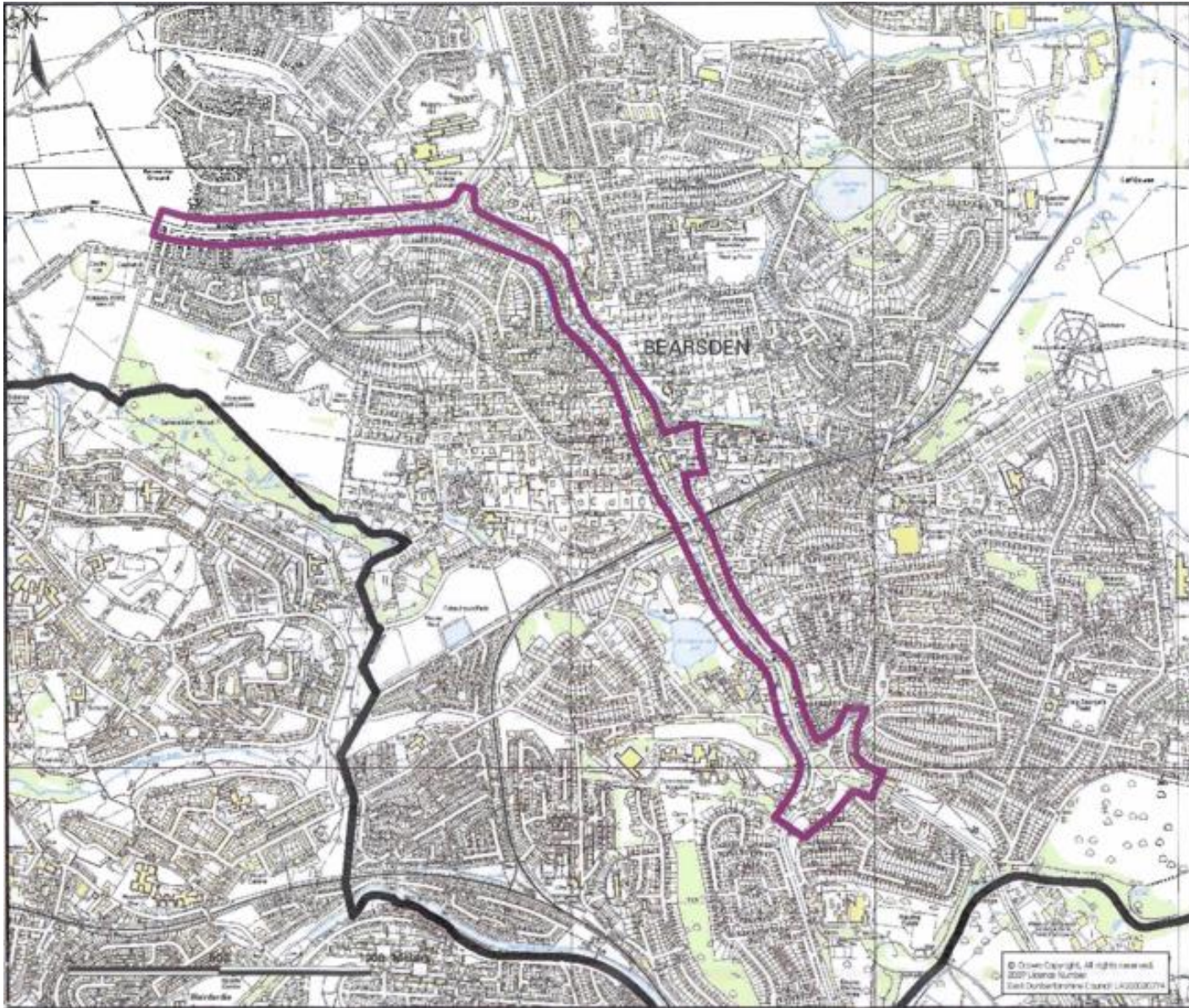


Figure 4.1 – Map of Bearsden AQMA

The total atmospheric emissions from the 1km grid squares covering the Bearsden AQMA in 2008 are presented in 2 with the totals broken down by source in 2 and 3.¹⁹

2 indicates that 54% of NO_x emissions are attributable to road transport with 40% commercial/residential combustion and other transport (5%) account for the remainder. Figure 4.2 indicates that the dominant source of PM₁₀ in Bearsden is road transport with a range of other sources accounting for the remainder of emissions.

Table 4.2 Emission Totals in Bearsden AQMA

Source	NO _x emitted (tonnes/year)	PM ₁₀ emitted (tonnes/year)
Agriculture	0.0	0.0
Commercial, Domestic and Institutional	55.6	0.5
Industrial Combustion	0.9	0.0
Industrial Processes	0.0	0.4
Minor Roads	75.1	5.3
Nature	0.1	1.0
Other Transport	7.3	0.4
Solvents	0.0	0.1
Waste Treatment	0.2	2.2

¹⁹ These table and figures are taken form the Bearsden Air Quality Action Plan, prepared by Ricardo Energy and Environment.

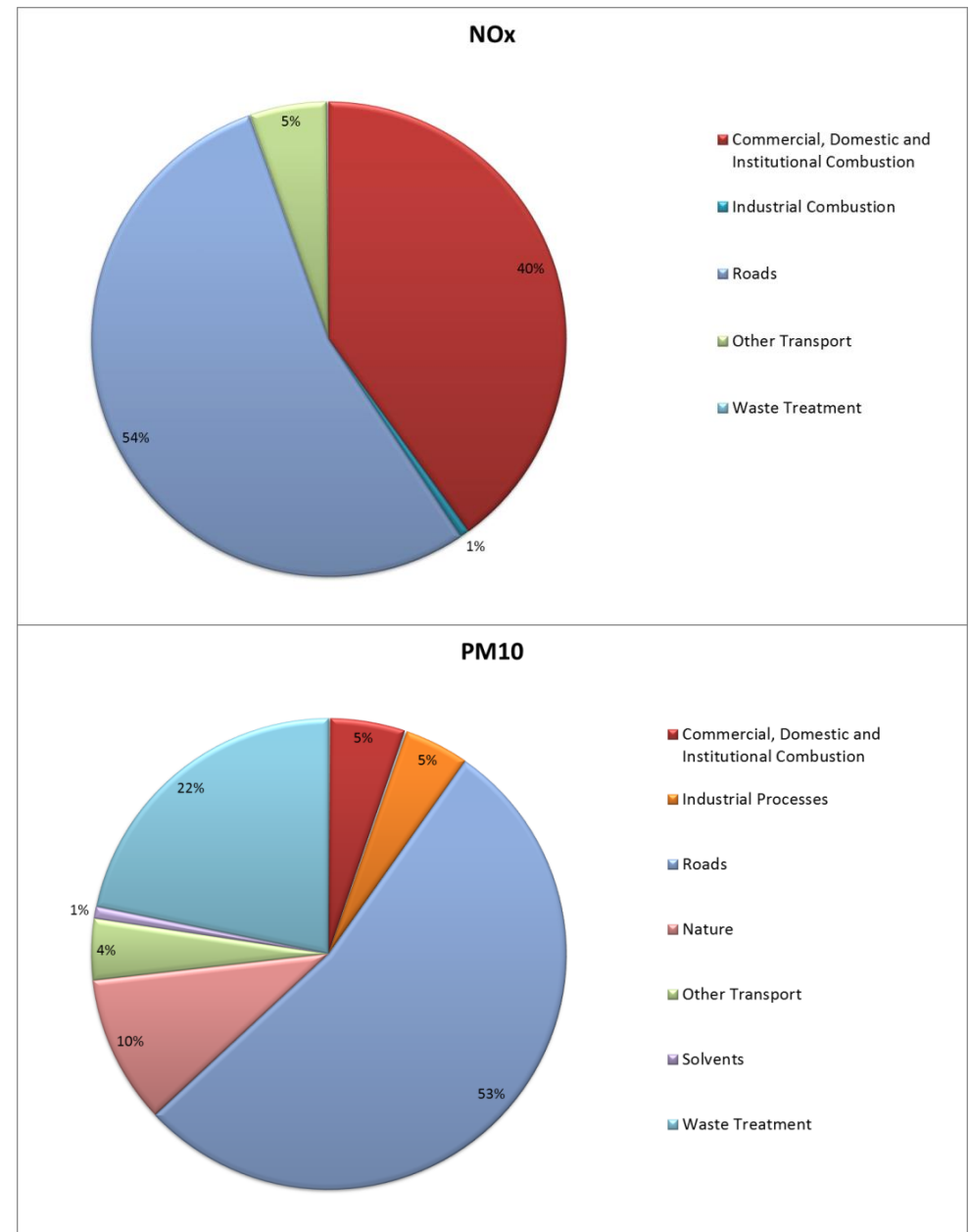
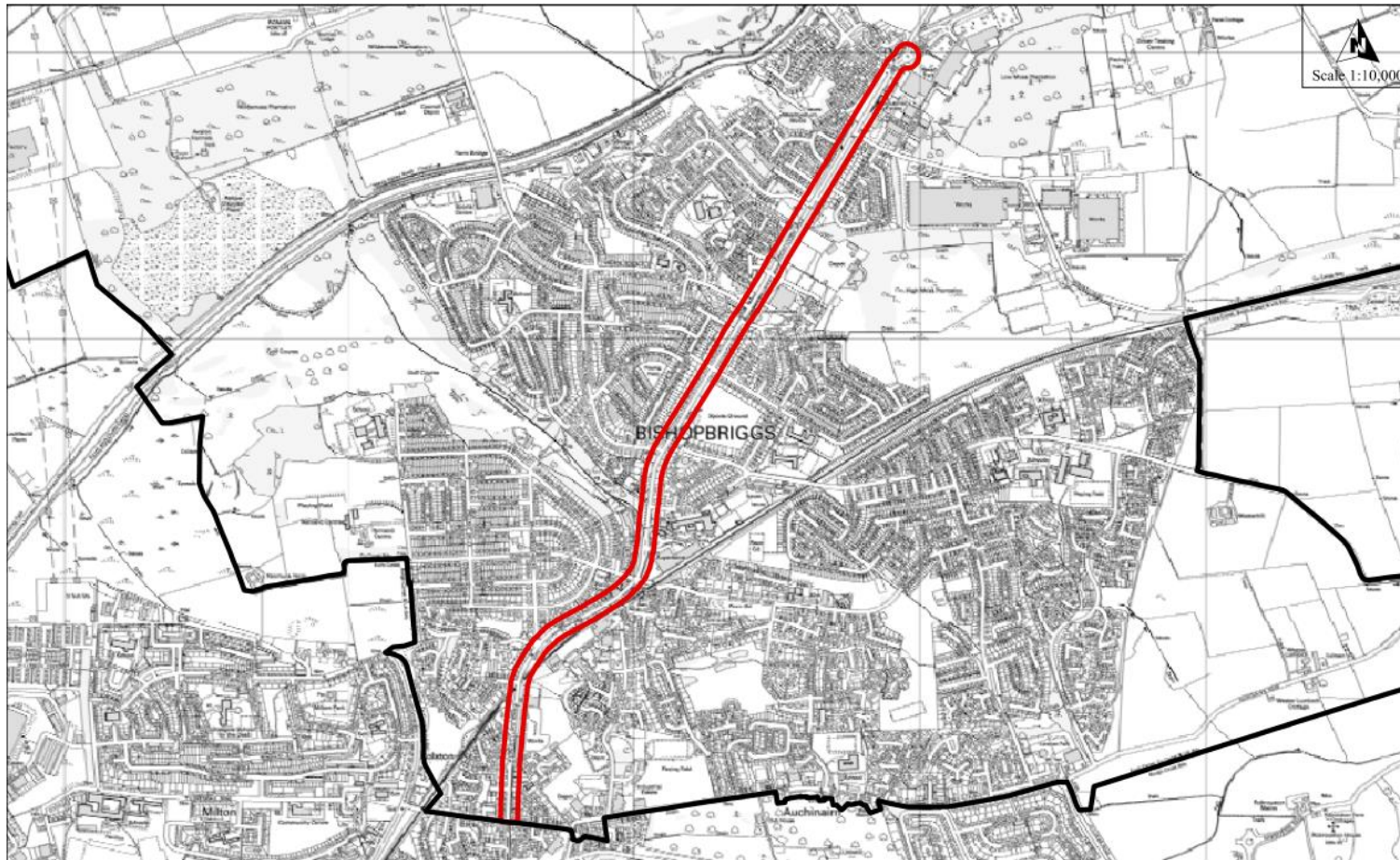


Figure 4.2 Sources of NO_x and PM₁₀ in Bearsden 2008

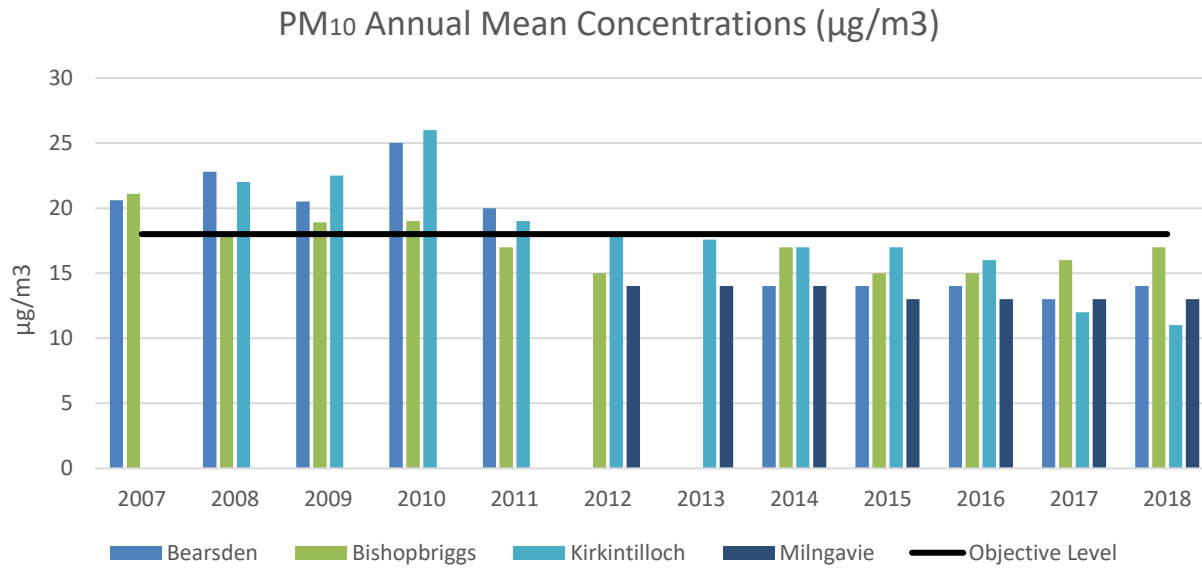


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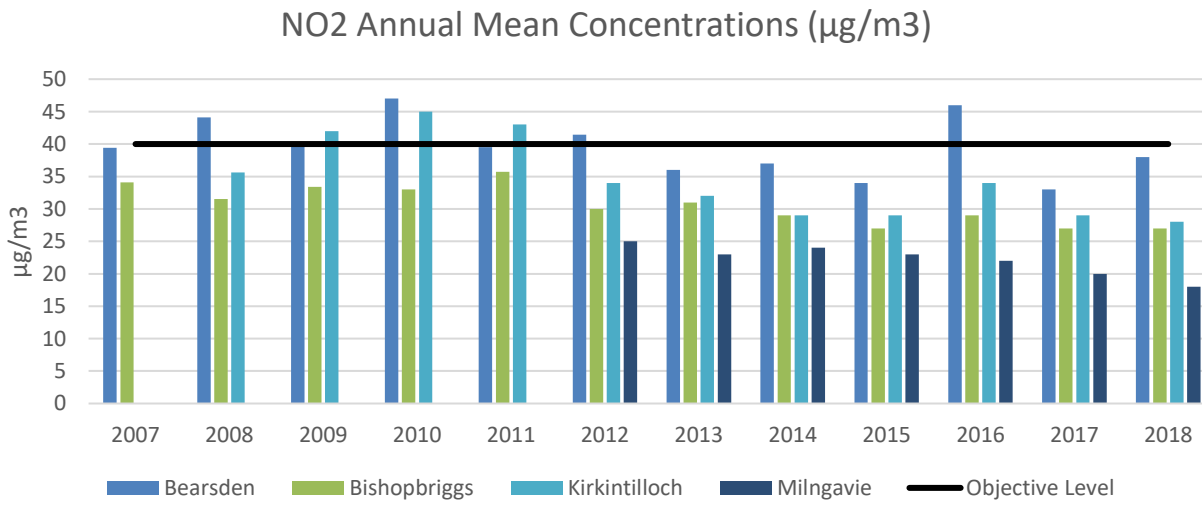
East Dunbartonshire Council
Air Quality Management
Area

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Figure 4.3 Map of Bishopbriggs AQMA



The downward trend since 2010 is visible and since 2013, the annual mean concentration for PM₁₀ is below the objective level, shown by the horizontal black line. This shows that for East Dunbartonshire's four main settlements, the objective is being successfully attained for particulate matter.



The exceedance in Bearsden observed in 2016 is the only exceedance at any of the sites in the past 5 years. There has been a general downward trend at the 4 sites since 2011 with 2016 being an exception, with rises observed at 3 out of the 4 sites.

Figure 4.4 – Concentrations of PM₁₀ and NO₂ at the four automatic continuous monitors in East Dunbartonshire

Conclusions from new monitoring data

Levels around Kirkintilloch, are meeting air quality objectives for NO₂ and PM₁₀. Dispersion modelling carried out in 2016 has indicated that an AQMA is not required. Congestion around the junction close to the continuous monitor has increased year on year since opening in late 2010 and there are long term works underway in Kirkintilloch Town Centre to actively reduce traffic through the town centre.

A continuous monitor in Milngavie was installed in 2011 as modelling indicated pollutant hot spots, however, data over the last 5 consecutive years has indicated a downward trend and levels of NO₂ and PM₁₀ are well within objective levels.

Since the declaration of the Bearsden AQMA, levels of NO₂ and PM₁₀ have generally been on a downward trend. However the 2016 exceedance of NO₂ shows there are still issues and these will aim to be addressed through the Bearsden Action Plan process.

Levels of NO₂ and PM₁₀ have generally been reducing over the last 5 years however, modelling for Bishopbriggs will inform the decision on whether the existing AQMA declaration should be revoked.

Air quality will continue to be a material planning consideration to ensure development does not have an adverse effect on local air quality.

In summary, while air quality in East Dunbartonshire is generally improving and the forthcoming Air Quality Action Plans will aim to further improve air quality in the area, it is still acknowledged to be an issue and further monitoring is required.

5. Summary

The range of transport data and statistics shown in this background report highlight some notable trends that indicate the state of transport behaviours in East Dunbartonshire and Scotland. This section provides a brief summary of the major trends and characteristics related to transport in East Dunbartonshire.

Generally, East Dunbartonshire is characterised by an aging and declining population with high levels of; education, employment, car ownership and is generally considered relatively affluent but with some pockets of deprivation. A large proportion of workers travel across the local authority border to Glasgow and this along with high levels of car ownerships leads to a high level of car journeys along the main corridors.

The following general trends in East Dunbartonshire are observed:

- The majority of residents in East Dunbartonshire travelled to work or study by car or van (67% compared to the Scottish average of 62%)
- The percentage of people using public transport to travel to work or study in East Dunbartonshire is very low compared to the Scottish average.
- The percentage of people walking or cycling to work or study in East Dunbartonshire is very low compared to the Scottish average.
- East Dunbartonshire school pupils recorded higher overall levels of active travel to school than the national average, however, levels of cycling to school was lower.
- Rail patronage is rising in the long term and is relatively high compared to the Scottish average. The levels of entries and exits at stations in East Dunbartonshire peaked in 2014/15 and have fallen by almost 3% since. The exception is Lenzie station where levels have risen by almost 4.5%. The authority wide decline in rail use since 2014/15 goes against the national trend, where year on year increases have been recorded.
- Bus patronage is falling locally and nationally, however, the patronage in East Dunbartonshire is low compared to the Scottish average.
- East Dunbartonshire has very high levels of car ownership compared to regional and national levels.
- The levels of road traffic reduced following the economic downturn in 2008. However, in 2017 road traffic levels were the highest ever recorded both locally and nationally.
- Road safety is improving in East Dunbartonshire with both serious and overall reported accidents down by almost 50% over the past decade.
- Overall petrol and diesel consumption in East Dunbartonshire continues to fall
- Air quality, although improving is still a problem that requires further action to reduce harmful emissions and further monitoring. The Bishopbriggs and Bearsden Air Quality Management Area Plans set out detailed plans for improving air quality in these areas.

The following figure details the strengths, weaknesses, opportunities and threats that have been illustrated within this evidence and data review. It highlights areas of improvement within East Dunbartonshire including rail patronage increase and a reduction in road accidents, and areas that need to be addressed, such as air quality and low levels of active travel. This can then provide an evidence base along with SWOT analysis from the other background reports to generate options for the Transport Options Report and ultimately actions within the forthcoming Local Transport Strategy. These characteristics are indicative of some of the areas of concern for East Dunbartonshire and form a useful basis for setting transport planning objectives and scoping out potential improvements and actions that can fulfil these objectives.

Attainment and school leaver destinations are high across East Dunbartonshire

The area has relative levels of affluence with pockets of deprivation

Male and Female life expectancy is amongst the highest in Scotland

East Dunbartonshire has a rich and varied historic built and natural environment, including a UNESCO world heritage site in the Antonine Wall and the Forth and Clyde Canal

Rail use is rising in East Dunbartonshire over the long term and is higher than the regional and national average.

There are 460 bus stops and 185 shelters maintained by SPT within the authority area.

There are 14 supported local bus services carrying approximately 400,000 passengers annually.

There are 4 MyBus services operating in the area carrying 23,000 passengers annually.

The combined total of fatal and serious accidents have been steadily decreasing over the past 10 years.

Consumption of petrol and diesel in East Dunbartonshire is falling

Road network conditions are better than the national average

Strengths

Opportunities

East Dunbartonshire has slightly higher cycle ownership rates than the regional and national averages.

Completion of BRR Phase 4 is expected to remove some of the traffic off the A803 through Bishopbriggs Town Centre.

There is an increasing pool of Electric Vehicle charging points across the authority.

Over two thirds of East Dunbartonshire residents drive to work which is 5% higher than the national average.

Levels of walking and cycling to work for East Dunbartonshire residents is lower than both the regional and national averages.

Bus patronage levels are lower in East Dunbartonshire than the regional and national averages.

Weaknesses

Threats

East Dunbartonshire has a decreasing and ageing population. The population is expected to fall by 7% over the next 25 years and is characterised by a higher than average (11%) proportion of households over the age of 65.

While air quality is improving in Bishopbriggs and Bearsden, it still provides a major issue that will be need to be addressed through the LTS and the air quality action plans.

Vehicle kilometres travelled on East Dunbartonshire roads are at their highest ever recorded levels.

Entries and exits at rail stations across East Dunbartonshire have been decreasing since 2014/15

Glossary of terms

AQMA	Air Quality Management Area
BRR	Bishopbriggs Relief Road
CO ₂	Carbon Dioxide
DPE	Decriminalised Parking Enforcement
ED	East Dunbartonshire
EDC	East Dunbartonshire Council
EGIP	Edinburgh Glasgow Improvement Programme
KLR	Kirkintilloch Link Road
LAQM	Local Air Quality Management
LNCS	Local Nature Conservation Site
LNR	Local Nature Reserve
LTS	Local Transport Strategy
NATA	North Area Transport Association
NO ₂	Nitrogen Dioxide
NMVOC	Non-methane volatile organic compound
PCN	Penalty Charge Notice
PM ₁₀	Particulate Matter > 10µm in diameter
RTRA	Road Traffic Reduction Act
SEA	Strategic Environmental Assessment
SEPA	Scottish Environment Protection Agency
SHS	Scottish Household Survey
SIMD	Scottish Index of Multiple Deprivation
SPT	Strathclyde Partnership for Transport
SSSI	Site of Special Scientific Interest
SWOT	Strength, Weaknesses, Opportunities, Threats
TATiS	Transport and Travel in Scotland
USP	Understanding Scottish Places

Local Transport Strategy

Route Corridor Studies Review



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1. Introduction

Summary of studies

There are two main route corridors within East Dunbartonshire, these are; the A81 Milngavie-Bearsden-Glasgow corridor and the A803/806 Kirkintilloch/Lenzie-Bishopbriggs-Glasgow corridor. A number of route corridor studies have been carried out to appraise a range of options that aim to improve overall transport conditions in East Dunbartonshire and support sustainable and active travel on the two main corridors.

Details of these studies can be found at the following web address

<https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport>

The Route Corridor Studies provide evidence and do not set out policy or strategy, nor have they been approved by East Dunbartonshire Council as policy. All options therefore either contribute towards delivering policy set out in the 2013 Local Transport Strategy or have been considered through the Local Transport Strategy process.

Through the Local Transport Strategy process, some options may not be considered suitable for progressing due to the appraisal finding a low ratio of benefits to costs or identifying prohibitive costs or delivery issues. The summaries in section 5 below have assisted assessment of the detailed Route Corridor Studies and the preferred and alternative options set out in the Transport Options Report. The Transport Options Report highlighted key points from the summaries in section 5 in explaining the rationale for including an option as a preferred option or alternative.

This background report will describe in detail the outcomes of the route corridor studies carried out on each corridor in 2015 by AECOM and the A81 Transport Options Appraisal Study carried out by WSP in 2018. The 2015 studies were commissioned by East Dunbartonshire Council and SPT to provide updates to previous studies and appraise a number of options for each corridor. The 2018 WSP study was commissioned by East Dunbartonshire Council to provide value for money assessments for a rail halt at Allander as part of a wider STAG study.

2. STAG Methodology

Scottish Transport Appraisal Guidance (STAG) is the Scottish Government's option appraisal methodology and is used to help transport planners and decision-makers to develop transport policies and projects in Scotland.

The Guidance supports the Scottish Government's objectives by providing a clear framework to assess evidence-based transport problems and opportunities. It does so by promoting robust, objective-led analysis that can be consistently applied in all transport appraisal contexts. It is a requirement that all transport projects for which Scottish Government support or approval is required are appraised in accordance with STAG.

STAG appraisal has four parts:

- Pre-Appraisal: project objectives are established with key stakeholders; an analysis of present and future problems, constraints and opportunities; and option generation sifting and development;
- Part 1 Appraisal: initial appraisal and broad assessment of impacts, designed to decide whether a proposal should proceed, subject to meeting the planning objectives and fitting with relevant policies; and
- Part 2 Appraisal: detailed appraisal of the options taken forward from the Part 1 appraisal with specific consideration to the Government's objectives (Environment, Safety, Economy, Integration, Accessibility and Social Inclusion), cost to government, monitoring and evaluation, and risk and uncertainty.
- Post-Appraisal: Following the STAG study and project completion. This phase focuses on monitoring and evaluation, to assess performance against the original appraisal.

The studies utilise this appraisal methodology to establish the rationale for potential transport interventions using a robust evidence base to allow for informed decision making. It should be noted that STAG tests options against an extensive set of criteria which indicates options' effectiveness in various contexts, and provides an aid to decision makers.

It should be noted that STAG studies are proportionate transport appraisals and there is no rigid approach to generating options although there are mandatory criteria for options to be tested against. In particular the A803/806 studies focussed on strategic level projects while acknowledging the benefits of Active Travel options and assumed these will be progressed through the Local Transport Strategy delivery process.

3. Summary of A803/806 Study

Table 1

Study	A803/806 (Kirkintilloch/Lenzie – Bishopbriggs – Glasgow) Route Corridor Study 2015
Author	AECOM
Methodology	<ul style="list-style-type: none"> • STAG – See above • Qualitative appraisal • Quantitative appraisal – modelling used Central Scotland Transport Model 12 (CSTM12), a multi-modal transport model covering the main road and public transport network of the Central Belt of Scotland.
Stakeholder Consultation	<p>Transport Appraisal Stakeholder Workshop held on 6 November 2014 with representatives from key stakeholder groups, including; community councils, SPT, NHS, Police Scotland, Transport Scotland, cycling groups, East Dunbartonshire Council and the consultants, AECOM. The stakeholder workshop allowed for further discussion of the options and assisted the consultants in gaining a greater understanding of perceptions of issues and opportunities on the corridors. Telephone interviews were carried out with stakeholders who were unable to participate in the workshops but expressed an interest in being involved.</p> <p>The study team also met separately with Transport Scotland and Network Rail.</p>
Key transport problems	<ul style="list-style-type: none"> • Peak congestion, particularly on the A803 through Bishopbriggs, with associated impact on journey time reliability and air quality. • High levels of through-traffic with a potential negative effect on local traffic movement. • Parking pressures around rail stations (Lenzie), and on-street parking in Bishopbriggs including the A803. • Bus journey time reliability on the A803 during peak times, and also on the M8 approach to Glasgow (express services from East Dunbartonshire via the A806). • High demand for rail services from the study area, particularly on peak services between Lenzie / Bishopbriggs and Glasgow. • Future growth in economic and housing developments including areas such as Woodilee and Westerhill. • Relatively high private car ownership, with higher than national average use of car for travel to work and study. • Carriageway space is limited in some parts of the A803 therefore most on-road cycling is not segregated from normal vehicular traffic. • There are various environmental constraints in the area including an Air Quality Management Area (AQMA) at Bishopbriggs.

	<ul style="list-style-type: none"> • Lack of connectivity / interchange between local bus services and rail.
Transport Planning Objectives	<ol style="list-style-type: none"> 1. Promote modal shift to sustainable transport modes for trips to key attractors outside of the study area, particularly commuting journeys. 2. Improve public transport journey times and journey time reliability through the study area. 3. Improve accessibility by sustainable transport modes to key trip attractors within the study area. 4. Deliver a transport network that supports improvements to human health and air quality, while minimising the impact on the environment. 5. Provide a sustainable transport network that supports local development, regeneration and contributes to the sustainable economic growth of the study area.
Options Appraised	<ol style="list-style-type: none"> 1. Do Minimum 2. A803 Quality Bus Corridor package. 3. Bus Hub in Kirkintilloch. 4. Bus Park-&-Ride adjacent to/in vicinity of KLR and associated bus priority. 5. Bus Park-&-Ride adjacent to BRR and associated bus priority. 6. Bus Service Improvements and new services (including Kirkintilloch / Lenzie Loop Bus). 7. Increase parking provision at Lenzie Rail Station. 8. Develop a new rail halt at Woodilee (with P&R) & promote sustainable access. 9. Develop a new rail halt at Westerhill (with P&R) & promote sustainable access.

4. Options Appraised in 2015 Route Corridor Studies

A803/806 (Kirkintilloch/Lenzie – Bishopbriggs – Glasgow) Route Corridor Study 2015

The following tables summarise the information provided on each option in the A803/806 Route Corridor Study.

Table 3

1. Do Minimum		
Description of option	Committed schemes including; Bishopbriggs Relief Road (i.e. including Phase 5), Split Cycle Offset Optimisation Technique (SCOOT); Kirkintilloch Town Centre Masterplan, Parking Strategy and Decriminalised Parking Enforcement, EGIP phase 1, Glasgow City Council family cycling routes and Glasgow City Council City Centre Strategy. The Do Minimum sets the baseline against which other options are compared.	
Mode	Active Travel, Rail, Bus, Road	
Included in LTS 2013 - 2017	Yes	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	N/A
	Rate for Optimism Bias	N/A
	Applied to estimating uncertainty of +/-30%	N/A
	(Applied to base cost (£)) Estimated Capital Cost	N/A
Estimated timescales for completion	N/A	
Modelling Analysis effects of option	N/A	
Net Present value vs Do Minimum (NPV) (£000s) (2)	N/A	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	N/A	

Assessment against Transport Planning Objectives	N/A
Benefits Including: <ul style="list-style-type: none"> • Cumulative impacts and any benefits to other projects Potential Delivery Partners and Funding	<p>BRR will remove traffic from Bishopbriggs Town Centre. SCOOT will improve general traffic flow at pinch points. Kirkintilloch Town Centre Masterplan will aim to improve walking, cycling and public transport access and facilities, reduce vehicle speeds and improve the sense of place of the town centre. EGIP will have many benefits including, increased capacity, improved journey times, reduced emissions, more reliable trains, improved facilities on trains and improved stations among others. Glasgow City Council’s plans and policies indirectly have benefits for all in the region and especially for those East Dunbartonshire residents who commute to Glasgow for work or study.</p> <p>Note – Benefits arising for the Do Minimum are the baseline against which other options are compared.</p>
Risks and Deliverability Issues Including: <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding Further work required before option could be delivered	<p>BRR new phases could encourage more vehicle trips. BRR carried other delivery risks and significant funding is required for Phase 5.</p> <p>New road and footway conditions arising from Kirkintilloch Town Centre Masterplan may take time to bed in and cause temporary confusion for users.</p> <p>EGIP carries risk of temporary disruption which could cause damage to travel habits and increasing vehicle trips in the short term. The project is very large and so inherently carried some risk of slippage and rising costs, however these issues are beyond the scope of this document.</p> <p>Note – Risks arising for the Do Minimum are the baseline against which other options are compared.</p>

2. A803 Quality Bus Corridor Package.

Description of option		Quality Bus Corridor measures on A803 between Torrance Roundabout and Colston Road to improve bus journey times and journey time reliability for bus movements on this corridor. Measures could include: <ul style="list-style-type: none"> • Congestion by-pass lanes; • Discontinuous bus lanes; • Parking restrictions at peak periods; • Infill bus stop lay-bys; • Alteration to traffic turning movements and lane priority; • Priority through SCOOT controlled signalised junctions. • Implementation of real-time bus information.
Mode		Bus
Included in LTS 2013 - 2017		Yes
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	630,000 - 1,170,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	907,200 - 1,684,800
	(Applied to base cost (£)) Estimated Capital Cost	1,296,000
Estimated timescales for completion		36 Months approx
Modelling Analysis effects of option		Usage at Bishopbriggs Station falls by 5% and at Lenzie by 4%.
Net Present value vs Do Minimum (NPV) (£000s) (2)		33724 - Very high level of net benefits.
Benefit Cost Ratio vs Do Minimum (BCR) (3)		33.934
Assessment against Transport Planning Objectives		Average ++, overall very high. Would promote modal shift to public transport.

<p>Benefits Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any benefits to other projects <p>Potential Delivery Partners and Funding</p>	<p>Benefits to bus journey time, traffic flow and safety. Economic and access benefits through improving public transport link (time and reliability) to Glasgow, Westerhill, Strathkelvin Retail Park and Stobhill as well as managed congestion.</p> <p>Benefits are locked in by completion of BRR phase 4 and 5, but undermined if BRR is not completed. Consideration of ensuring bus provision and active travel provision along the Corridor. For Quality Partnership to ensure standards, SPT and Operators need to be engaged.</p> <p>General appetite for option from bus operators and transport bodies, particularly in comparison to rail. Unlikely to result in adverse environmental impacts as it involves minimal changes to existing infrastructure.</p> <p>Compatibility with future regeneration projects.</p> <p>Real Time Passenger Information Regional scheme due for roll out by SPT in Autumn 2016. The operating system utilised in the hardware units is in place and will be ready for delivery in other authorities by end 2016.</p>
<p>Risks and Deliverability Issues Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>Benefits of QBC are undermined if BRR is not completed.</p> <p>City Deal Westerhill bid includes delivery of this option.</p> <p>City Deal also includes a general Strathclyde Bus Investment Programme.</p> <p>In addition, given SPT support for this option it is likely that funding will be available whether for a scheme as a whole or as individual components.</p> <p>Further engagement with operators required.</p>

3. Bus Hub in Kirkintilloch.		
Description of option	Bus hub in Kirkintilloch and associated measures to bring bus stops closer together into an interchange area in the town centre, supplemented by lower cost measures such as pedestrian and cycling access improvements, better public transport information and improved shelters.	
Mode	Bus	
Included in LTS 2013 - 2017	Yes – “Investigate developing a dedicated bus waiting area as part of the Kirkintilloch Masterplan to improve waiting facilities, information provision and operations.” “Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards: Kirkintilloch town centre.”	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	105,000 - 195,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	151,200 - 280,800
	(Applied to base cost (£)) Estimated Capital Cost	216,000
Estimated timescales for completion	12 months	
Modelling Analysis effects of option	Modelling analysis ineffective for this option. (Option too small to impact strategic network.)	
Net Present value vs Do Minimum (NPV) (£000s) (2)	N/A	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	N/A	
Assessment against Transport Planning Objectives	Average +, Positive impact. Unlikely to result in notable increase in mode share for public transport.	
Benefits Including: • Cumulative impacts and any benefits to other projects	Could reduce traffic congestion through Kirkintilloch to small degree and have marginal positive impact on economy. Would support wider regeneration of Kirkintilloch and improve accessibility for deprived areas such as Hillhead and Lennoxton. Could stimulate bus patronage.	

Potential Delivery Partners and Funding	<p>This project has been considered as part of the Kirkintilloch Masterplan which is currently being delivered. As part of this work the Masterplan Project Team is closely working with SPT and First Bus to improve existing bus infrastructure on the Cowgate.</p>
Risks and Deliverability Issues Including: <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding Further work required before option could be delivered	<p>Public concern that could add congestion or have negative impact on Kirkintilloch, 'hub' concept not as acceptable as general bus improvements.</p> <p>The majority of the option will be taken forward through the Masterplan. This reflects the conclusions on the option provided by AECOM in the RCS and stakeholder and community engagement and views on the option.</p>

4. Bus Park-&-Ride adjacent to/in vicinity of KLR and associated Bus Priority.		
Description of option	Bus-based Park & Ride facility to accommodate existing express services linking Kirkintilloch and Lenzie with Glasgow via the M80 and M8. The frequency of bus services would be dictated by commercial viability.	
Mode	Bus	
Included in LTS 2013 - 2017	Yes- "Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)."	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	616,000 - 1,144,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	887,040 -1,647,360
	(Applied to base cost (£)) Estimated Capital Cost	1,267,200
Estimated timescales for completion	12 months	
Modelling Analysis effects of option	Usage at Bishopbriggs station unchanged and Lenzie marginal reduction. P & R estimated to generate patronage of 46,000 pa (100 passenger AM period daily).	
Net Present value vs Do Minimum (NPV) (£000s) (2)	£29,593	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	30.593	
Assessment against Transport Planning Objectives	Average +. Performs positively, option would improve the attractiveness of public transport and encourage a modal shift to public transport for commuter trips.	
Benefits Including: • Cumulative impacts and any benefits to other projects Potential Delivery Partners and Funding	Potential to increase road safety, improve access for deprived areas such as Hillhead, manage congestion and improve journey times along the A803 corridor. Potential to integrate with residential properties located to the east of the KLR (Woodilee). Modelling indicates that the main benefit is travel time savings for car users associated with a reduction in congestion.	
Risks and Deliverability Issues	Land acquisition and costs could affect deliverability.	

<p>Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>Potential sites within vicinity of Lenzie Conservation Area and Townscape Area.</p> <p>Could be undermined by Robroyston (new rail station) and Hornhill (bus park and ride planned for Hornhill Junction North Lanarkshire).</p> <p>Commercial viability would require to be discussed further with bus operators and SPT, particularly if KLR is the preferred site. However, operators noted that existing services could easily call at a B757 Park & Ride and satisfy increased demand.</p>
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5. Bus Park-&-Ride adjacent to BRR and associated Bus Priority.		
Description of option	Bus-based Park & Ride facility linking Westerhill with Glasgow via the BRR. The frequency of bus services would be dictated by commercial viability.	
Mode	Bus	
Included in LTS 2013 - 2017	Yes – “Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s).”	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	616,000 - 1,144,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	887,040 - 1,647,360
	(Applied to base cost (£)) Estimated Capital Cost	1,267,200
Estimated timescales for completion	12 months	
Modelling Analysis effects of option	Usage at Bishopbriggs & Lenzie stations fall slightly. P & R estimated to generate patronage of 39,000 pa (100 passenger AM period daily).	
Net Present value vs Do Minimum (NPV) (£000s) (2)	£30,250	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	31.250	
Assessment against Transport Planning Objectives	Average +. Generally Could transfer trips from car to bus.	
Benefits Including: • Cumulative impacts and any benefits to other projects Potential Delivery Partners and Funding	Could transfer trips from car to bus for commuter journeys from EDC into Glasgow, and improve sustainable access to the adjacent Westerhill Business Park. By increasing accessibility to Westerhill Business Park it would also promote local economic growth. May help support local economic development through a contribution of managed congestion brought about by increased accessibility, and improved journey times along the A803 corridor and the wider area.	

	<p>Transport modelling indicated that the main benefits generated under this option are travel time savings for car users associated with a reduction in congestion.</p>
<p>Risks and Deliverability Issues Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>Transport modelling results suggested benefits of this option would be significantly reduced in a scenario with the Robroyston Park & Ride facility in place.</p> <p>City Deal bid may result in funding for this option. In addition, development progressed as a result of City Deal could accelerate viability and dramatically increase demand for services here.</p> <p>Project planning cannot yet commence. Subject to completion of the legal agreement for application TP/ED/12/0912 land is available. Should this site not be available further investigation is required to determine a likely site for the Park and Ride that would be acceptable for operators and SPT.</p>

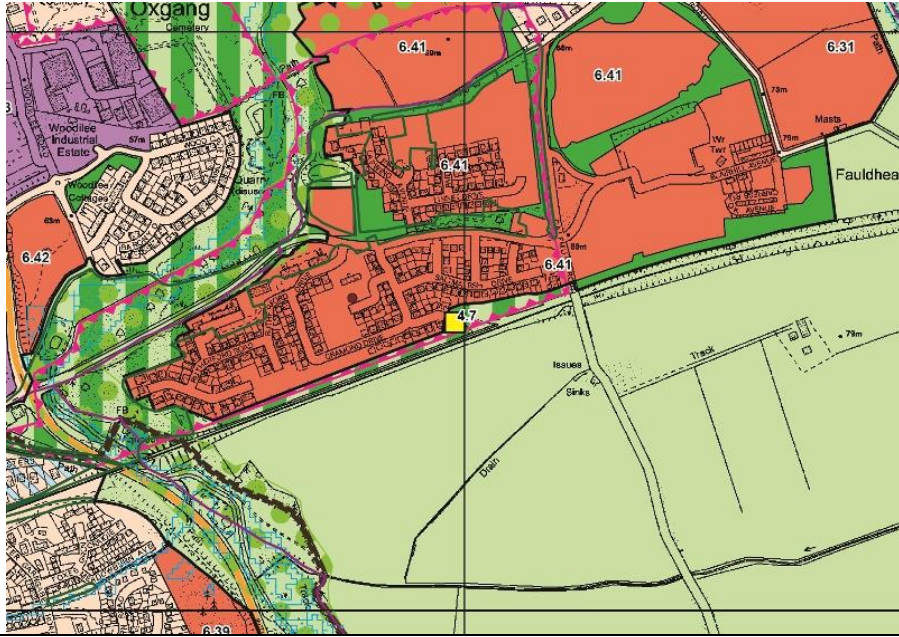
6. Bus Service Improvements and New Services (including Kirkintilloch / Lenzie Loop Bus).		
Description of option	A new loop bus service linking key locations such as Lenzie Rail Station, Kirkintilloch Town Centre, Woodilee, residential areas and the Council main offices. The frequency of bus services would be dictated by commercial viability.	
Mode	Bus	
Included in LTS 2013 - 2017	Yes – “Explore opportunities to provide additional bus services or alter routing to address gaps in areas.”	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	7,000 – 13,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	10,080 – 18,720
	(Applied to base cost (£)) Estimated Capital Cost	14,400
Estimated timescales for completion	6 months	
Modelling Analysis effects of option	N/A (Option too small to affect strategic network.)	
Net Present value vs Do Minimum (NPV) (£000s) (2)	N/A	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	N/A	
Assessment against Transport Planning Objectives	Average +. Improves accessibility by sustainable transport to key trip attractors.	
Benefits Including:	Could help transfer trips from car to rail via public transport interchange possibilities.	
• Cumulative impacts and any benefits to other projects	Could offer social benefits by offering new service in area of multiple deprivation (Hillhead).	
Potential Delivery Partners and Funding		
Risks and Deliverability Issues	Significant concerns raised by SPT and operators on commercial viability.	

<p>Including:</p> <ul style="list-style-type: none">• Cumulative impacts and any impact on other projects• Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>If this option was taken forward by the Council, rather than left to the market then commercial operators would require forecasting, the Council may need to run a trial service to ascertain demand.</p>
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7. Increase parking provision at Lenzie Rail Station.		
Description of option	Two options: (a) Surface access - extend northern car park to create 100 additional spaces; or b) Deck over one, or both, of the existing car parks, and possibly over the track. Up to 200 new parking spaces.	
Mode	Rail	
Included in LTS 2013 - 2017	Yes - Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)	
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	a) 350,000 - 650,000 b) 1,519,000 - 2,821,000
	Rate for Optimism Bias	66%
	Applied to estimating uncertainty of +/-30%	a) 581,000 – 1,079,000 b) 2,521,540 - 4,682,860
	(Applied to base cost (£)) Estimated Capital Cost	a) 830,000 b) 3,602,200
Estimated timescales for completion	a) 2-3 years b) 3-5 years	
Modelling Analysis effects of option	Negligible effect on car, public transport and station usage.	
Net Present value vs Do Minimum (NPV) (£000s) (2)	-£2,672 (Negative NPV)	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	0.003 (Very low)	
Assessment against Transport Planning Objectives	Neutral/negative effect. Very poor effect on health/air quality. Some positive benefit for potential to enable modal shift.	
Benefits Including: • Cumulative impacts and any benefits to other projects Potential Delivery Partners and Funding	Could increase rail patronage by transferring longer car trips to destination to short trips to the station.	

<p>Risks and Deliverability Issues Including:</p> <ul style="list-style-type: none">• Cumulative impacts and any impact on other projects• Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>Site options are limited and both the expansion of the car park onto Lenzie Moss and decking of the car park have environmental implications. Instead, opportunities are examined in the RCS to improve and promote local access to the station by sustainable transport means (i.e. walking and cycling) as an alternative approach to relieving parking pressure at the station.</p> <p>Network Rail or Abellio may fund an expansion if the project is viable.</p> <p>Lenzie Improvements Project is emerging, with aims of improving sustainable access to the station and town centre of Lenzie.</p>
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8. Develop a New Rail Halt at Woodilee (with P&R) & Promote Sustainable Access.

Description of option		<p>A new rail station to improve sustainable access to Woodilee. Possible location is between A806 Initiative Road and Calfmuir Road in existing railway cutting. A car park with 50 spaces is assumed. Trains to and from Stirling would provide a 30 minute frequency. Option a) 50 car parking spaces, Option b) 300 Car Parking Spaces.</p> <p>Indicative Location of the Rail Station – LDP Proposals Map Extract</p> 
Mode		Rail
Included in LTS 2013 - 2017		Yes – “Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.”
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	<p>a) 3,199,000 - 5,941,000</p> <p>b) 4,599,000 - 8,541,000</p>
	Rate for Optimism Bias	

	Applied to estimating uncertainty of +/-30%	a) 5,310,340 - 9,862,060 b) 7,634,340 – 14,178,060
	(Applied to base cost (£)) Estimated Capital Cost	a) 7,586,200 (30/40 car parking spaces, if located west of line) b) 10,906,200 (300 car parking spaces if located east of line and new access road required)
Estimated timescales for completion	5+ years	
Modelling Analysis effects of option	Negligible impact on Bishopbriggs and very small reduction in numbers using Lenzie station. Estimated patronage is 21,000, approximately 50 passengers during AM period.) The results of modelling suggest that the main benefits derived with this Option would be travel time savings for road users, associated with a reduction in congestion on the local road network due to an increase in public transport users linked to a new rail station at Woodilee.	
Net Present value vs Do Minimum (NPV) (£000s) (2)	£21,292 (High)	
Benefit Cost Ratio vs Do Minimum (BCR) (3)	5.077 A high, positive BCR but with Robroyston P & R included - the BCR is negative.	
Assessment against Transport Planning Objectives	Performs positively - promotes modal shift to public transport for commuter journeys.	
Benefits Including: • Cumulative impacts and any benefits to other projects • Potential Delivery Partners and Funding	Likely to have greatest economic impact through improving public transport and accessibility to Glasgow, and other key economic centres located on the Edinburgh – Glasgow and Stirling/Alloa – Glasgow rail line. Improved safety if trips transfer to safer mode of rail.	
Risks and Deliverability Issues Including: • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding • Further work required before option could be delivered	<ul style="list-style-type: none"> Impact on Edinburgh Glasgow Improvement Programme (EGIP) – may undermine benefits of EGIP and reduce resilience on main Edinburgh Glasgow line. (Ability of the existing network to cope with changes or pressures to the timetable.) The Government has stated with regard to this option that ‘based on the issues set out in the corridor study and the current focus on delivery of Glasgow – Edinburgh journey time savings, any further work on these additional station proposals at this time would be abortive. There may be merit in revisiting the appraisals when EGIP works are complete and further information becomes available on future rail patronage and potential future schemes improvements. If /when these points are revisited, there should be further consideration of infrastructure and revenue costs as the figures quoted may not capture the full extent’. 	

- In response to the Local Development Plan safeguarding of land for this station Network Rail stated: ‘only approximately 1.4km from Lenzie Station’ and that ‘this may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling on the key Edinburgh to Glasgow route’.
- Could have a negative impact on journey times between Edinburgh and Glasgow.
- Needs review against prospective infrastructure requirements of EGIP phase 2.
- This proposed station site demonstrates greater site constraints than the Allander and Westerhill sites. Site options constrained by layout of the Woodilee Village - size of the land allocated and access through the new housing site. Alternative options would require use of green belt land, which forms a Local Nature Reserve, to the south of the railway line.
- Other environmental constraints including: proximity of Lenzie Conservation Area and Townscape Area, pocket of Ancient Woodland, residential areas and pathways.
- Possible that increased rail capacity would be required – either widening to 4 tracks or allowing parallel slow overtaking which would add significantly to the total cost.
- Transport modelling shows that the viability of Woodilee Rail Station is considerably undermined by the Robroyston proposal. It is worth noting that Robroyston is further ahead in the process and has completed GRIP 4. The station is expected to be opened in late 2019.
- It is unlikely that both Woodilee and Westerhill stations could both go ahead, however, the STAG results look at each option individually and have not assessed whether both could be delivered.
- Station proposal borne out of proposed development at Woodilee; however its delivery was not included in planning permissions for the housing development due to the requirement to secure other planning obligations which would benefit the community – in particular developer contributions obtained from Woodilee housing development were focused on the delivery of the Kirkintilloch link road.
- The rail line currently provides a defensible green belt boundary, development of a station could result in pressure to develop on the other side of the line, although a range of designations offer some protection.

- Delivery of a new station includes the following stages:

GRIP 4

Approximate cost: £500,000

Timeframe: 1-2 years

Funding: Council and potentially SPT

Governance for Railway Investment Projects (GRIP) is Network Rail's management and control process for the delivery of rail projects. GRIP Stage 4 is 'Single Option Development', which delivers the initial design phase of the preferred option. Success and completion of GRIP 4 constitutes approval in principle not including funding issues. There is no guarantee of progress beyond GRIP 4 therefore this work may be abortive expenditure. As rail stations require significant levels of expenditure and are part of the national strategic network with cross boundary implications, it is considered good practice to engage the Regional Transport Partnership to manage the GRIP process. GRIP 4 must either be carried out by Network Rail or approved contractor. If approved contractor, work must be checked by Network Rail at additional cost to be borne by promoter. It can therefore be more cost effective for Network Rail to carry out the GRIP 4. It should be noted that as sole owner and operator of the rail network in the UK, Network Rail have a monopoly on these matters and there is no alternative approach to developing new rail stations.

Funding for station through Scottish Stations Fund –Production of business case

Approximate cost: £?

Timeframe: 1 year

Funding: Council

A robust business case supporting an application to the Scottish Stations Fund is required. This is required to demonstrate the benefits supported by a robust analysis of demand forecasting for the proposed station and the corresponding effects on the strategic network. The promoter is required to submit the proposal to Transport Scotland. Business Case documents should include details of the proposed scheme & benefits with data inputs and assumptions. Business case must consider robust demand forecasting, benefits, assumptions and quantitative analysis of estimated station usage. Updated study must include timetable calculations incorporating the new station.

The Scottish Stations Fund runs over a 5 year control period running until 2019. Approximately £30m was available at start of current period. SPT noted that there have been approximately 70 expressions of interest in the fund in Scotland.

Funding for Station through capital programme or developer contributions

Timeframe: 1 year

Funding: Council, Developers

Options include:

- City deal, subject to process outcome.
- Developer contributions have been earmarked for contributing to delivery of the Bishopbriggs Relief Road, and the Allander Leisure Centre.
- If available, Section 75 developer contributions trickle in over extended time period so the promoter must bear upfront costs until contributions are received in full.

Construction

Approximate cost: Minimum of £10million – £12million (for station infrastructure only)

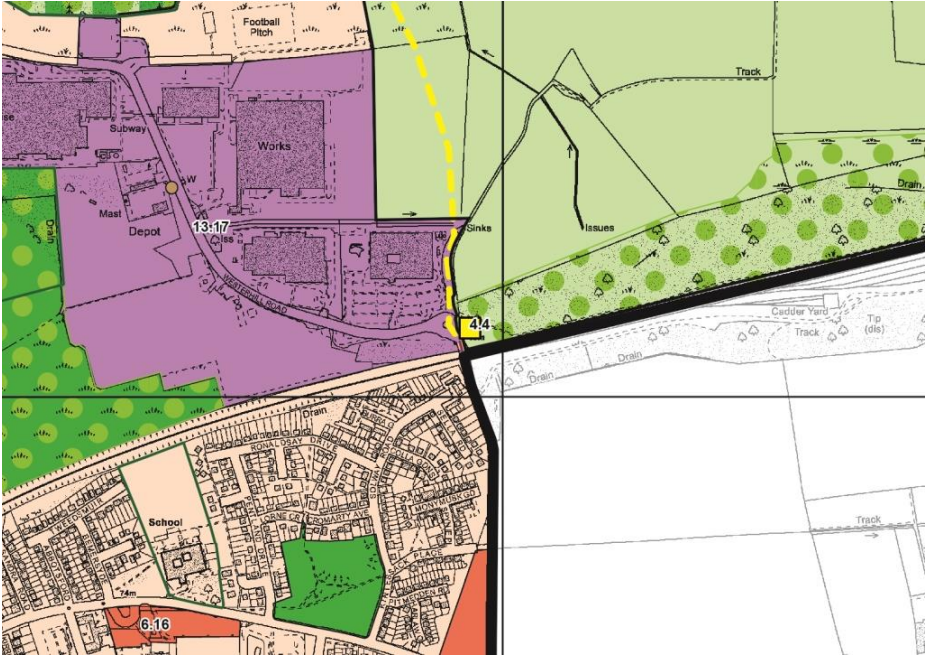
Timeframe: 2 years

Funding: Council, Scottish Stations Fund

The following costs are associated with a new station:

- The construction of a basic station has been estimated as being £10million - £12million for Robroyston.
- Annual running costs of a station is approximately £2million, which would be borne as operating costs of rail franchisee (Abellio). Any new stations would not be part of current franchise agreement and compensation would be required either from the promoter or Scottish Stations Fund. The current franchise runs to 2025.
- All stations should be included in the Franchise agreement timetabling. Additional stations have implications for the timetable and additional work which would have to be undertaken by ScotRail as an additional cost.

9. Develop a New Rail Halt at Westerhill (with P&R) & Promote Sustainable Access.

<p>Description of option</p>	<p>A new rail station to improve sustainable access to Westerhill. Potential locations would be to the east or west of Westerhill Road Bridge and phase 4 of the BRR. The rail station would be located adjacent to the BRR which would better enable car users to access the rail network. A car park with 300 spaces is assumed. Trains to and from Stirling would provide a 30-minute frequency.</p> <p>Indicative Location of the Rail Station – LDP Proposals Map Extract</p> 
<p>Mode</p>	<p>Rail</p>
<p>Included in LTS 2013 - 2017</p>	<p>Yes - Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander</p>
<p>Costs</p>	<p>Cap Cost (Based on assumptions and 2,870,000 - 5,330,000</p>

	estimated uncertainty +/- 30% (£)	
	Rate for Optimism Bias	66%
	Applied to estimating uncertainty of +/-30%	4,764,200 - 8,847,800
	(Applied to base cost (£)) Estimated Capital Cost	6,806,000
Estimated timescales for completion		36 months
Modelling Analysis effects of option		Negligible impact on Bishopbriggs and very small reduction in numbers using Lenzie station. Estimated patronage is 51,000, approximately 100 passengers during AM period.)
Net Present value vs Do Minimum (NPV) (£000s) (2)		£30,634 (High)
Benefit Cost Ratio vs Do Minimum (BCR) (3)		7.537 A high, positive BCR but with Robroyston P & R included - the BCR is negative.
Assessment against Transport Planning Objectives		Performs positively - High impact on modal shift and provides sustainable transport network that supports local development and regeneration.
Benefits Including: <ul style="list-style-type: none"> • Cumulative impacts and any benefits to other projects • Potential Delivery Partners and Funding 		Generally performs well against TPOs. Increases accessibility to key trip attractors and supports local development. Improves public transport accessibility to Glasgow and generates significant travel time benefits for public transport and road users.
Risks and Deliverability Issues Including: <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding 		<ul style="list-style-type: none"> • Impact on EGIP – may undermine benefits of EGIP and reduce resilience on main Edinburgh to Glasgow line. (Ability of the existing network to cope with changes or pressures to the timetable.) The Government has stated with regard to this option that ‘based on the issues set out in the corridor study and the current focus on delivery of Glasgow – Edinburgh journey time savings, any further work on these additional station proposals at this time could be abortive. There may be merit in revisiting the appraisals when EGIP works are complete and further information becomes available on future rail patronage and potential future schemes improvements. If /when these points are revisited then there should be further consideration of infrastructure and revenue costs as the figures quoted may not capture the full extent’.

<ul style="list-style-type: none"> • Further work required before option could be delivered 	<ul style="list-style-type: none"> • In response to the Local Development Plan safeguarding of land for this station Network Rail stated: ‘only approximately 2.4km from the existing Bishopbriggs Station and 2.2km from Lenzie Station. This may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling on the key Edinburgh to Glasgow route. Furthermore, the proposed location of the Westerhill Station is also in the vicinity of a proposed location for a stabling and depot facility. It is worth noting that this proposal has recently been the subject of a submission to North Lanarkshire Council's 'Call for Sites'. • Could have a negative impact on journey times between Edinburgh and Glasgow. • Needs review against prospective infrastructure requirements of EGIP phase 2. • The modelling shows that the effectiveness of the Westerhill Rail Station is undermined by the Robroyston proposal. It is worth noting that Robroyston is further ahead in the process and has completed GRIP 4. Robroyston has received funding from the Scottish Stations Fund to assist with the delivery. The station is planned to be constructed by March 2019. • It is unlikely that both Woodilee and Westerhill stations could both go ahead however the STAG results look at each option individually and have not assessed whether both could be delivered. • Station proposal borne out of proposed development at Westerhill • Potential to include the rail station as part of any City Deal project or consider for freight. AECOM provided additional high level feasibility study of Westerhill’s suitability as a strategic freight hub. Initial findings identified several problematic issues including a lack of identified demand for an additional freight hub. Westerhill site has physical problems which would have to be overcome e.g. existing rail gauge not suitable for heavy freight containers. • Delivery of a new station includes the following stages: <p>GRIP 4</p> <p>Approximate cost: £500,000 Timeframe: 1-2 years Funding: Council and potentially SPT</p>
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Governance for Railway Investment Projects (GRIP) is Network Rail's management and control process for the delivery of rail projects. GRIP Stage 4 is 'Single Option Development', which delivers the initial design phase of the preferred option. Success and completion of GRIP 4 constitutes approval in principle, not including funding issues. There is no guarantee of progress beyond GRIP 4, therefore this work may be abortive expenditure. As rail stations require significant levels of expenditure and are part of the national strategic network with cross boundary implications, it is considered good practice to engage the Regional Transport Partnership to manage the GRIP process. GRIP 4 must either be carried out by Network Rail or approved contractor. If approved contractor, work must be checked by Network Rail at additional cost to be borne by promoter. It can therefore be more cost effective for Network Rail to carry out the GRIP 4. It should be noted that as sole owner and operator of the rail network in the UK, Network Rail have a monopoly on these matters and there is no alternative approach to developing new rail stations.

Funding for station through Scottish Stations Fund – Production of business case

Approximate cost: £?

Timeframe: 1 year

Funding: Council

A robust business case supporting an application to the Scottish Stations Fund is required. This is required to demonstrate the benefits supported by a robust analysis of demand forecasting for the proposed station and the corresponding effects on the strategic network. The promoter is required to submit the proposal to Transport Scotland. Business Case documents should include details of the proposed scheme & benefits with data inputs and assumptions. Business case must consider robust demand forecasting, benefits, assumptions and quantitative analysis of estimated station usage. Updated study must include timetable calculations incorporating new station.

The Scottish Stations Fund runs over a 5 year control period running until 2019. Approximately £30m was available at start of current period. SPT noted that there have been approximately 70 expressions of interest in the fund in Scotland.

Funding for Station through capital programme or developer contributions

Timeframe: 1 year

Funding: Council, Developers

Options include:

- City deal, subject to process outcome.

- Developer contributions have been earmarked for contributing to delivery of the Bishopbriggs Relief Road, and the Allander Leisure Centre.
- If available, Section 75 developer contributions trickle in over extended time period so the promoter must bear upfront costs until contributions are received in full.

Construction

Approximate cost: Minimum of £10 – 12million (for station infrastructure only)

Timeframe: 2 years

Funding: Council, Scottish Stations Fund

The following costs are associated with a new station:

- The construction of a basic station has been estimated as being £10-12million for Robroyston.
- Annual running costs of a station approximately £2million, which would be borne as operating costs of rail franchisee (Abellio). Any new stations would not be part of current franchise agreement and compensation would be required either from the promoter or Scottish Stations Fund. The current franchise runs to 2025.
- All stations should be included in the Franchise agreement timetabling. Additional stations have implications for the timetable and additional work would have to be undertaken by ScotRail as an additional cost.

5. Summary of 2015 and 2018 A81 Studies and a history of A81 studies

Table 2

Study	A81 (Milngavie – Bearsden – Glasgow) Route Corridor Study 2015 and 2018
Author	2015 – AECOM 2018 – WSP
Methodology	STAG 2015 <ul style="list-style-type: none"> • Qualitative appraisal 2018 <ul style="list-style-type: none"> • Builds on 2015 study and refined the Transport Planning Objectives • Quantitative appraisal including value for money assessments
Stakeholder Consultation	2015 Transport Appraisal Stakeholder Workshop held on 6 November 2014 with representatives from key stakeholder groups, including; community councils, SPT, NHS, Police Scotland, Transport Scotland, cycling groups, East Dunbartonshire Council and the consultants, AECOM. The stakeholder workshop allowed for further discussion of the options and assisted the consultants in gaining a greater understanding of perceptions of issues and opportunities on the corridors. Telephone interviews were carried out with stakeholders who were unable to participate in the workshops but expressed an interest in being involved. The study team also met separately with Transport Scotland and Network Rail. 2018 Consultants WSP met with SPT and Transport Scotland to discuss the study including; the study scope, problems, opportunities, issues and constraints, and, option generation, development and sifting. WSP have also worked with elected members of East Dunbartonshire Council through attendances at Transport Working Group.
Key transport problems	2015 and 2018

	<ol style="list-style-type: none"> 1. Congestion on the A81, resulting in journey time reliability issues for car, freight and bus trips. 2. Declining number of trips made by bus – provides key function for local trips within and around the corridor, but is not competitive with rail for trips to Glasgow. 3. Increased demand for travel on the corridor following implementation of the Kilmardinny development. 4. High demand for rail services, resulting in parking capacity pressures at rail stations and on-street parking issues, including at Milngavie Town Centre. 5. Lack of dedicated infrastructure for cyclists, impacting on the propensity of residents to cycle. 6. Relatively high private car ownership, with higher than the national average use of car for travel to work and study. 7. Several areas of Milngavie and Bearsden are not within a 10 minute walk of a rail station.
<p>Transport Planning Objectives</p>	<p>2015</p> <ol style="list-style-type: none"> 1. Promote modal shift to sustainable transport for trips (particularly commuting) from or to the study area. 2. Improve access to the public transport network, particularly for the first and last miles of journeys. 3. Provision of a transport network that supports enhanced access to employment, social and leisure opportunities. 4. Improve bus journey times and journey time reliability on the A81 corridor. 5. Development of a transport network that facilitates and complements local economic development, contributing towards the sustainable economic growth of the study area. 6. Delivery of a transport network that supports healthy lifestyles. 7. Delivery of a transport network that enhances local air quality. 8. Development of an integrated transport network, including co-ordination between modes and increased connectivity between active travel infrastructure and public transport. 9. Provision of a transport network that improves safety and security across all modes of transport.

	<p>2018</p> <p>Over-arching TPO – “To shift to more sustainable modes of transport on the A81 corridor”</p> <p>Sub-objective 1 – “Increase non-car mode share by 7.5 percentage points over a 5 year period”</p> <p>Sub-objective 2 – “Increase public transport use by 5 percentage points over a 5 year period”</p>
Options Appraised	<p>2015</p> <p>For STAG part 1 a range of options were appraised and some sifted out. The long list was:</p> <ol style="list-style-type: none"> 1. Option 1: Do Minimum 2. Option 2: Increase Car Parking at Rail Stations 3. Option 3: Rail Park & Ride at Allander 4. Option 4: Quality Bus Corridor 5. Option 5: Area Wide Smartcard Ticketing 6. Option 6: Improve Integrated Ticketing 7. Option 7: Enhanced Walking and Cycling Paths and Links 8. Option 8: Secure Cycle Storage 9. Option 9: Bus Service Improvements 10. Option 10: Junction Improvements 11. Option 11: Variable Message Signs 12. Option 12: Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel <p>Options 5: Area Wide Smartcard Ticketing, 6: Improve Integrated Ticketing and 11: Variable Message Signs were sifted out.</p> <p>Options were assigned to the following packages for STAG part 2, which included a more detailed appraisal against the Government and Transport Planning Objectives:</p> <ul style="list-style-type: none"> • Package 1: Do Minimum • Package 2: Active Travel Modes • Package 3: Public Transport and Access • Package 4: Road • Package 5: Integrated Road and Public Transport/Sustainable Modes

The packages comprised:

Package 1 – Do Minimum

- Parking charges and waiting restrictions at Milngavie Town Centre to prevent rail users from using parking earmarked for town centre retail;
- Localised improvements associated with the Kilmardinny development;
- Kessington Hub to promote interchange between walking, cycling and public transport and make Kessington more accessible for all users;
- Implementation of cycle corridor with Phase 1 from Burnbrae Roundabout to Hillfoot and Phase 2 from Hillfoot to Kessington;
- Bus Improvement Fund.

Package 2 – Active Travel

- Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station
- Completion of the cycle link between Mains Estate and Allander Leisure Centre
- Secure cycle storage facilities built at rail stations and in town centres
- Development of a local network of walking and cycling paths which converge on town centres and stations
- Development of a high quality path which links the Kilmardinny development and Milngavie station

Package 3 – Public Transport and Access

- New Rail Station at Allander
- Quality Bus Corridor
- Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel

Package 4 – Roads

- Junction Improvements
- Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel

2018

Do Minimum

Provision of increased cycle parking at Milngavie Station

Installation of RTPI along the corridor

Extension of SCOOT to Milngavie Town Centre, comprising 4 junctions

Do Something 1

Extension of Bears Way (Phases 2 and 3)

Do Something 2A

Expansion of Milngavie Station Car Park by circa 106 spaces, via decking

Do Something 2B

Provision of additional parking at South Kilmardinny, with access to Hillfoot rail station via the A81

Do Something 3A

Construction of a new single track single platform railway station at Allander, including new access from A81, 150 space car park and cycle parking

Do Something 3B

Doubling of the railway track between Hillfoot and Milngavie, construction of a double platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.

6. A81 (Milngavie – Bearsden – Glasgow) Route Corridor Study 2015

Table 4

Option Number and Title – Package 2 Active Travel		
Description of option	<p>Enhanced Walking and Cycling – Component Schemes include:</p> <ul style="list-style-type: none"> • Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station • Completion of the cycle link between Mains Estate and Allander Leisure Centre • Secure cycle storage facilities built at rail stations and in town centres • Development of a local network of walking and cycling paths which converge on town centres and stations • Development of a high quality path which links the Kilmardinny development and Milngavie station 	
Mode	Active Travel	
Included in LTS 2013 - 2017	<p>Yes – “Enhance the quality, safety and routing of paths and footways from residential areas to town centres, key bus routes, railway stations, employment, health and leisure facilities.”</p> <p>Yes – “Work with partners to deliver parking and infrastructure improvements, such as shelter facilities, associated with cycling at railway stations, Increase and improve cycle parking provision security at Council owned facilities such as town centres, educational establishments, leisure facilities and employment areas.”</p> <p>Yes – “Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards.”</p>	
Costs	Estimated Capital Cost with Optimism Bias	<ul style="list-style-type: none"> • Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station - £10,000 • Completion of the cycle link between Mains Estate and Allander Leisure Centre - £46,800 • Secure cycle storage facilities built at rail stations and in town centres - £86,400 • Development of a local network of walking and cycling paths which converge on town centres and stations - £540,000 • Development of a high quality path which links the Kilmardinny development and Milngavie station - £720,000
	Rate for Optimism Bias	44%
	Estimated total Package cost	£1,403,200
Estimated timescales for completion	Medium Term 2- 4+ Years	

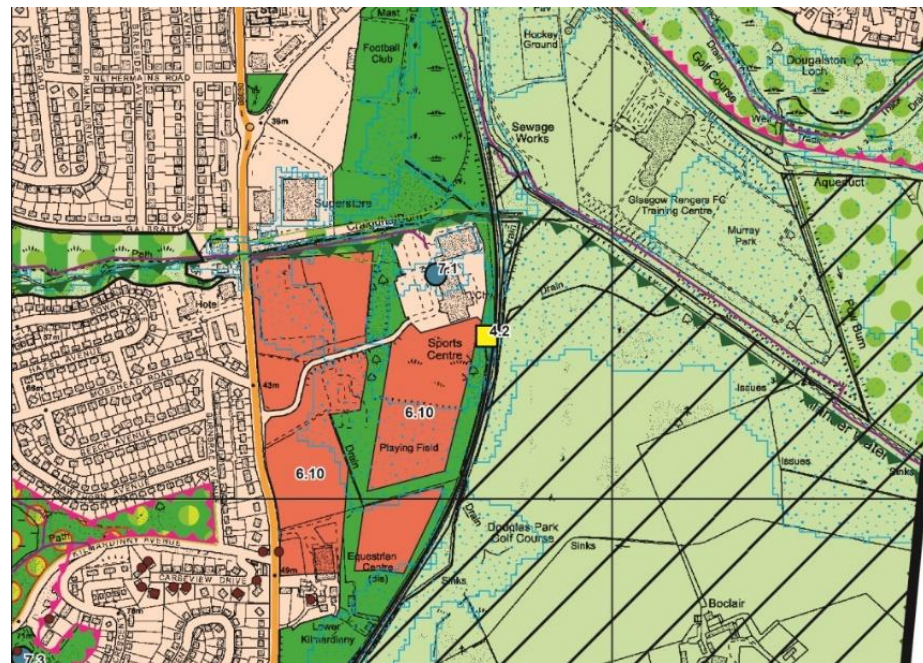
Modelling Analysis effects of option	N/A – A81 Study was qualitative, transport modelling carried out.
Net Present value vs Do Minimum (NPV) (£000s) (2)	N/A – A81 Study was qualitative, transport modelling carried out.
Benefit Cost Ratio vs Do Minimum (BCR) (3)	N/A – A81 Study was qualitative, transport modelling carried out.
Assessment against Transport Planning Objectives	Perform positively against 1, 2, 3, 5, 6, 7, 8, 9
Benefits Including: <ul style="list-style-type: none"> • Cumulative impacts and any benefits to other projects • Potential Delivery Partners and Funding 	<p>Package will improve overall accessibility to the network, which is expected to reduce the generalised cost of travel.</p> <p>Direct journey time savings are limited however this package could reduce the number of car trips on the network and therefore reduce journey times.</p> <p>If modal shift is achieved, beneficial effects on air quality could be created.</p>
Risks and Deliverability Issues Including: <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding • Further work required before option could be delivered 	<p>Funding applications for active travel projects has been successful in recent years and East Dunbartonshire Council has a good working relationship with funders.</p> <p>Project planning should ensure that this component doesn't prevent other transport improvements on key routes, for example, bus improvements.</p>

Option Number and Title – Package 3 Public Transport

Description of option

- New Rail Station at Allander - Provision of a rail station and associated parking (circa 150 spaces)
- Quality Bus Corridor (QBC) – package of measures comprising:
 - Bus Priority/congestion bypasses at key points
 - Improvements for Bus stops and shelter
 - Bus detection included within SCOOT

Indicative Location of the Rail Station – LDP Proposals Map Extract



Mode

Rail, Bus

Included in LTS 2013 - 2017		<p>Yes – “Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.”</p> <p>Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards. – A81 Corridor through Bearsden and Milngavie”</p>
Costs	Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))	<ul style="list-style-type: none"> • New Rail Station at Allander - Provision of a rail station and associated parking (circa 150 spaces) <ul style="list-style-type: none"> - Single track option £5,882, 564 - Double Track option - £19,255, 680 • Quality Bus Corridor (QBC) – package of measures comprising: <ul style="list-style-type: none"> - Bus Priority/congestion bypasses at key points - £200,000 - Improvements for Bus stops and shelter - £316,800 - Bus detection included within SCOOT - £3,000
	Rate for Optimism Bias	44% for bus based options, 66% for rail based options.
	Applied to estimating uncertainty of +/-30%	N/A
	(Applied to base cost (£)) Estimated Capital Cost	£6,567,964 if single track option. £19,941,080 if double track option
Estimated timescales for completion		N/A
Modelling Analysis effects of option		N/A
Net Present value vs Do Minimum (NPV) (£000s) (2)		N/A
Benefit Cost Ratio vs Do Minimum (BCR) (3)		N/A
Assessment against Transport Planning Objectives		<p>Performs positively against Transport Planning Objectives 1,2,3, 7,8 below:</p> <ol style="list-style-type: none"> 1. Promote modal shift to sustainable transport for trips (particularly commuting) from or to the study area. 2. Improves access to the public transport network, particularly for the first and last miles of journeys.

	<p>3. Provision of a transport network that supports enhanced access to employment, social and leisure opportunities.</p> <p>7. Delivery of a transport network that enhances local air quality.</p> <p>8. Development of an integrated transport network, including co-ordination between modes and increased connectivity between active travel infrastructure and public transport.</p> <p>High impact on modal shift and provides sustainable transport network improvements</p>
<p>Benefits Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any benefits to other projects <p>Potential Delivery Partners and Funding</p>	<p>Allander Station</p> <ul style="list-style-type: none"> • Study found the proposed station performed well if double tracking provided - could improve the capability and capacity of the branch and could offer other benefits, such as rail performance, the ability to offer a more flexible timetable to deal with timing issues elsewhere and capacity to release empty sets during the off peak times. • Journey extension to existing rail users and impact on existing services because of the single line Milngavie branch. 2015 STAG suggests current timetable is not working effectively, and adding the new station has a significant impact, moving the crossing to the other end of the loop and reducing the turnaround time at Milngavie. The line forms part of complex network with many interactions, Network Rail would not wish to see any negative impacts. • Option of 20 minute lay-overs at Milngavie adds to the cost of operation, risk that a late running inbound train will impact on outbound train- initial view is that to facilitate any new station there will be a requirement for redoubling of the track with resultant cost implications (circa £19m compared to circa £6m). <p>QBC</p> <ul style="list-style-type: none"> • QBC measures likely to make bus travel more attractive through improved facilities and journey times within EDC area. • SPT are ready to roll out new version of RTPi regionally. • Would not require additional land to deliver.
<p>Risks and Deliverability Issues Including:</p> <ul style="list-style-type: none"> • Cumulative impacts and any impact on other projects 	<ul style="list-style-type: none"> • In response to the Local Development Plan safeguarding of land for this station, Network Rail stated: 'Network Rail does not wish to discourage the investigation of a new rail halt at Allander but suggests further consideration should be given to the practicality of this option. The proposed location is only approximately 1.3km from the existing Hillfoot Station and 1.4 km from Milngavie Station. This may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling. On the basis that the potential for a new rail may prove unfeasible, it is suggested that the Local Development Plan/Transport Appraisal considers an alternative option of investigating how new development and

<ul style="list-style-type: none"> • Potential Delivery Partners and Funding <p>Further work required before option could be delivered</p>	<p>policy can support the existing station locations at Hillfoot and Milngavie such as bus priority measures, cycle lanes and footpath networks to these stations. At stations, improvements such as additional cycle lockers could also be given further consideration’.</p> <ul style="list-style-type: none"> • Station proposal borne out of proposed development at Kilmardinny; however its delivery was not included in planning permissions for the housing development due to the requirement to secure other planning obligations which would benefit the community – in particular developer contributions obtained from Kilmardinny housing development were focused on the delivery of the Allander Leisure Centre. • The rail line currently provides a defensible green belt boundary, development of a station could result in pressure to develop on the other side of the line, although a range of designations offer some protection. • If double tracking is required the cost of the station will be significantly higher and difficult to estimate true cost with any certainty. Costs derived from Network Rail are subject to change and there is no ‘off the peg’ price for a station.
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Option Number and Title – Package 3 Roads and Parking	
Description of option	<ul style="list-style-type: none"> • Junction Improvements - Implementation of a gyratory at the A81/Roman Road/Roman Drive junction (incorporating ban of right turn from Boclair Road) • Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel including: <ul style="list-style-type: none"> - Carriageway marking / localised narrowing - Place making initiatives to town centre environments (Suggestions include 20mph zones, appropriate street furniture, street lighting and walking and cycling facilities at and to new developments)
Mode	Road
Included in LTS 2013 - 2017	Yes “Continue to deliver improvements to the A81 corridor to mitigate congestion and improve air quality”
Costs	<ul style="list-style-type: none"> • Junction Improvements - Implementation of a gyratory at the A81/Roman Road/Roman Drive junction (incorporating ban of right turn from Boclair Road) -)£648,000 • Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel including: <ul style="list-style-type: none"> - Carriageway marking / localised narrowing - £36,000
Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£)	

		- Place making initiatives to town centre environments (Suggestions include 20mph zones, appropriate street furniture, street lighting and walking and cycling facilities at and to new developments - £1,296,000
	Rate for Optimism Bias	44%
	Applied to estimating uncertainty of +/-30%	N/A
	(Applied to base cost (£)) Estimated Capital Cost	£813,600
Estimated timescales for completion		Short to Medium term 1 year – 5 years
Modelling Analysis effects of option		N/A
Net Present value vs Do Minimum (NPV) (£000s) (2)		N/A
Benefit Cost Ratio vs Do Minimum (BCR) (3)		N/A
Assessment against Transport Planning Objectives		Junction Improvements - Performs positively against 5 Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable - Performs positively against 1, 5, 6, 9
Benefits Including: • Cumulative impacts and any benefits to other projects Potential Delivery Partners and Funding		Public transport may experience minor improvements in journey times. Enhance operation, safety, reduce queuing and vehicular delay. Road Options - These schemes are primarily aimed at reducing vehicular speeds through marking, narrowing and placemaking initiatives. Benefits expected to modal shift, economy, healthy lifestyles and integration. These measures are considered to be localised and will have minimal effects on overall corridor journey times.
Risks and Deliverability Issues Including: • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding		Funding is likely to be available from organisations such as Sustrans, SPT and developers contributions for place making and sustainable travel improvements. Road narrowing and speed reduction are likely to have positive impacts on active travel levels as reduced traffic speed may reduce levels of perceived safety risk.

Further work required before option could be delivered	Further study on effects of Gyrotory at Boclair Junction is in progress.
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7. 2018 A81 Options Appraisal Study.

As the 2015 A81 Study did not involve quantitative analysis on the options, a further study was required to carry out this work. In March 2016, the Council approved an amendment proposing funding to carry out an independent study which incorporated quantitative demand forecasting and transport modelling in order to determine whether there is an economic rationale for a potential rail station at Allander, as part of a wider review of transport options for the A81. The amendment in March 2016 proposed:

“Agrees that in order to maintain the Council's commitment to progress a potential rail station at Allander, the sum of £50,000 should be committed to carry out demand forecasting and transport modelling in order to determine Benefit Cost Ratios for the Allander Rail Station as part of a wider review of rail, parking, roads and public transport options for the A81 corridor, with a report on demand forecasting, transport modelling and options for the delivery of the Allander Rail Station and/or other rail service and parking improvement to be brought back to Council once completed, and where this demonstrates the viability of the Allander Rail Station then a further £454,335 be underwritten to complete a full financial and technical feasibility study.”

WSP was appointed to carry out an A81 Options Appraisal Study. In order to ensure any uncertainty over the appropriateness and feasibility of transport options on the A81, discussions were held with Transport Scotland and SPT on the brief for the project given their key role as policy makers, funders and delivery partners for strategic infrastructure.

As the 2015 study was limited to updating the 2008 qualitative study, this commission sought to provide quantitative analysis using transport modelling to supplement the work carried out in the 2015 STAG study in order to generate rigorous value for money assessments such as Benefit Cost Ratios (BCR) and Net Present Value (NPV). The 2018 Study executes the more detailed and technical aspects of a STAG Part 2 (Detailed) appraisal.

The defined purpose of this study was:

“To provide further information on the appropriateness, financial feasibility and deliverability of options which will allow decision makers to establish whether there is a clear rationale for the potential options and select preferred options for the corridor; and to remove any uncertainty regarding the appropriateness and feasibility of potential interventions.”

It was also prescribed that:

“Rail and Bus industry stakeholders will be required to contribute to the development of this study and engagement with them will be required throughout the study. In particular, it is necessary to ascertain whether a potential station at Allander is feasible without line doubling, associated works and timetabling implications and crucially; what these costs would be, should line doubling be required, in order to clarify the true cost and identify if it is worthwhile expenditure given the potential costed benefits. This will necessitate participation from all relevant rail industry stakeholders from the inception of the study.”

The study followed the methodology of the 2015 STAG but sought to refresh and consolidate the 2008 and 2015 issues and constraints, transport planning objectives and options for detailed appraisal. This was to ensure:

- The problems, issues and constraints associated with the corridor remain current and relevant;
- Commentary from key stakeholders is addressed as far as reasonably practicable within the context of the study
- The approach remains commensurate with both the requirements of STAG and the Council’s requirement for a definitive study outcome which will inform future investment decisions; and
- Focus is given where required, to the detailed and technical components of the previous work, whilst avoiding regurgitation of previous work.

Key stakeholders such as Transport Scotland and Strathclyde Partnership for Transport (SPT) provided feedback on the 2015 study and were engaged through development of the 2018 study. The current study sought to address these specific points and these are summarised below:

SPT Commentary

- Consideration should be given to local and strategic trips to and from various destinations;
- Consideration should be given to current use and potential for increased use of bus as a primary mode of transport;
- There needs to be a balanced and realistic treatment of travel needs in the corridor to ensure that any solutions that emerge are clearly demonstrated to be the appropriate ones; and
- Option generation and scoring should relate to the transport planning objectives.

Transport Scotland Commentary

- A clear evidence based rationale needs to be established for any interventions being considered;
- The Transport Planning Objectives (TPOs) should be specifically linked to the evidence;
- Objectives require to be SMART and incorporate definitive targets and/or indicators where possible.

From this stakeholder engagement, WSP derived the following key tasks for the current study:

- Review previous 2008 and 2015 studies;
- Review current evidence base and refresh problems, issues and constraints;
- Refine the TPO's in accordance with the above;
- Refine and re-package options in accordance with the above;
- Undertake a qualitative appraisal;
- Undertake a detailed quantitative appraisal;
- Identify risks and uncertainty

It was considered that following this approach would achieve the purpose of the study and provide clarity on options previously appraised for the study. Furthermore, WSP used this methodology successfully for the business case for the new rail station at Robroyston in Glasgow, which resulted in award from the Scottish Government's Scottish Stations Fund for delivery of a new rail station at Robroyston on the Cumbernauld line.

This study was carried out consistent with the assumption that development at Kilmardinny would be proceeding on 350 housing units with potential for further 150 should they come forward. Planning Committee originally granted permission for 550 and this was reduced to 492 in February 2015 but 150 were marked 'should this site proceed'.

Transport Options Appraisal Study Findings and Conclusions

Transport Planning Objectives

Transport Planning Objectives (TPOs) form an important backbone of the study as they are what options are appraised against. This is to ensure any options coming out of the study are derived from an identified, evidence based problem. Some options may indeed be economically viable, but they may not fulfil the objectives of the study and not solve any identified problems in the study area. The TPOs in this study are derived from a review, rationalisation of problems opportunities, issues and constraints and the policy review.

The overarching Transport Planning Objective for this study was:

“To shift to more sustainable modes of transport on the A81 Corridor”

To ensure this met with Transport Scotland requirements, the main TPO was divided to 2 sub-objectives which were:

Sub-objective 1: Increase non-car mode share by 7.5 percentage points over a 5 year period

Sub objective 2: Increase public transport use by 5 percentage points over a 5 year period

OPTION DEVELOPMENT

In order to develop appropriate options for appraisal, WSP sifted a long list of options from previous studies against the TPOs and deliverability, resulting in a new packaging of options. This was discussed with Transport Scotland and following this consultation, the packing was further refined to reflect need for a multi modal improvement scenario allowing a combination of options to be drawn together around scalability of cost and wider improvements to the corridor. The packages are described below.

Do Minimum

The Do-Minimum scenario comprises interventions which have already been identified by EDC and SPT, and have committed funding, but which are yet to be implemented. These interventions which it is assumed, will be undertaken regardless of the findings of the present study. This includes:

- Provision of increased cycle parking at Milngavie Station (from 28 to 50 spaces), as per the EDC Active Travel Strategy 2015 and Abellio ScotRail Cycle Innovation Plan;
- Installation of real time passenger information screens at bus stops along the A81 corridor, as identified in the EDC Local Transport Strategy (LTS) 2013-17; and
- Extension of SCOOT adaptive traffic signal control system to Milngavie Town Centre, also as identified in the EDC LTS 2013-17. Assumed to comprise 4 junctions including bus priority:
 - A81 Strathblane Road / Baldernock Road / A81 Glasgow Road / B8030 Station Road crossroads;
 - B8030 Woodburn Way / Ellangowan Road / Gavin’s Mill Road crossroads;
 - B8030 Main Street / B8050 Park Road T-junction; and
 - B8050 Park Road / Clober Road / Douglas Street / B8050 Craighdu Road crossroads.

Do Something 1

Extension of the segregated Bears Way cycleway northwards to Milngavie Town Centre and South to Kessington (i.e. Phases 2 and 3)

Do Something 2A

Expansion of Milngavie Station Car Park from 134 to circa 240 spaces via decking. This work will incorporate landscaping works to enhance visual amenity and screen the car park from Woodburn Way.

Do Something 2B

Provision of additional car parking for Hillfoot Station at south Kilmardinny

Do Something 3A

Construction of a new single track single platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.

Do Something 3B

Doubling of the railway line between Hillfoot and Milngavie, double platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.

Appraisal

All options were appraised qualitatively against a number of criteria including:

- The study TPOs,
- STAG criteria of; environment, economy, safety, accessibility and social inclusion, and integration.
- Deliverability criteria of feasibility, affordability, and public acceptability.

The results for each option are detailed in the table below.

Option	Study Transport Planning Objectives	Governments Key Objectives	Deliverability Criteria	Totals
Do Minimum	6+	10+	9+	25+
Do Something 1	4+	13+	3+	20+
Do Something 2A	7+	13+	6+	26+

Do Something 2B	4+	9+	8+	21+
Do Something 3A	2+	3+	3+	8+
Do Something 3B	2+	2+	1+	5+

The detailed appraisal provided Benefit Cost Ratios for all the options which provide a definitive measure of value for money. The PVB (Present Value of Benefits) and PVC (Present Value of Costs) allow comparison of the costs and benefits of a scheme or option. The benefit-cost ratio (BCR) is given by PVB / PVC and so indicates how much benefit is obtained for each unit of cost, with a BCR greater than 1 indicating that the benefits outweigh the costs.

BCR AND METHODOLOGY TABLE

Table 5

Option	Scenario	Capital Costs	BCR	Methodology
Do Minimum	20 Years Present Value	<p>Per junction: SCOOT Installation: £27,666.67 Civils: £33,000 Design, supervision and risk: £19,413.33 Total: £80,080</p> <p>RTPI Installation: £10,000 per bus stop</p>	0.91 - 20 Years (Poor Value for money)	<p>The detailed appraisal of the Do Minimum option has been undertaken in accordance with the methodology set out in TRL593²⁰, the Green Book and DfT WebTAG ²¹ methodology.</p> <p>The percentage of journey time saving estimate is derived from results of commercial systems published on the SCOOT ²²website.</p>

²⁰ Within the A81 study WSP have used the industry accepted values for public transport elasticities generated by TRL in the report - TRL Report 593 – The Demand for Public Transport – A Practical Guide. Transport Research Laboratory (TRL) is independent from government, industry and academia and provides organisations with the evidence-base to enable future innovation in transport.

²¹ WebTAG is the Department for Transport in the UK government’s guidance document that provides information on the role of transport modelling and appraisal.

²² http://www.scoot-utc.com/documents/survey_results.pdf

Option	Scenario	Capital Costs	BCR	Methodology
		Maintenance: £200 per bus stop plus £20,000 total operating costs assuming shared services with Glasgow City Council		
Do Something 1	Phase 2 only Phase 3 only Phases 2 and 3	£442,000 £319,000 £761,000 The costs for phases 2 and 3 have been factored on a per km cost from Bears Way phase 1, with the Phase 2 cost including the upgrade of 2 junctions at an estimated cost of £70,000 each.	2.41 (High value for money) 1.46 (Low value for money) 1.90 (Medium value for money)	AMAT ²³ Assessed utilising WebTAG Databook (Spring 2016 release v1.6) ²⁴
Do Something 2A	Provide additional circa 106 spaces via decking	£3,037,626	3.04 (High value for money)	Park and Ride Demand Model. Details in Study Appendix.

²³ The DfT released the Active Mode Appraisal Toolkit (AMAT) and reported on the evidence base to quantify the impact of investment in cycling and walking and to make the case for investing in both. The tool incorporates Health, Journey Quality and Decongestion benefits.

²⁴ Background annual growth has been calculated based on DfT traffic count data and updated manual counts undertaken by East Dunbartonshire Council in 2017.

Option	Scenario	Capital Costs	BCR	Methodology
Do Something 2B	150 Space Car Park	£405,666	1.48 (Low value for money)	Park and Ride Demand Model. Details in Study Appendix.
Do Something 3A	150 Space Car Park	£6,036,970	0.76 (Poor value for money)	Bespoke demand forecasting and appraisal tool. ^{25&26}
Do Something 3A	550 Space car park	£8,050,760	1.17 (Low value for money)	Bespoke demand forecasting and appraisal tool.
Do Something 3B	150 Space Car Park	£32,882,172	0.44 (Poor value for money)	Bespoke demand forecasting and appraisal tool.
Do Something 3B	550 Space car park	£32,882,172	0.73 (Poor value for money)	Bespoke demand forecasting and appraisal tool.

Conclusions

Based on the qualitative results and cost benefit analysis, the study sets out a preferred option of Do Something 2A (expansion of Milngavie station car park via decking). This option has a BCR of 3.04 (high value for money). The next high scoring option is Do Something 1 (extension of Bears Way) which has a BCR of 1.90 (medium value for money).

The new rail station option's BCR is significantly lower due to the very high capital cost of a new rail halt and the sited location's inability to draw ample passenger demand from the area, due to neighbouring land use (constraint for development to the east) and proximity to existing rail stations.

²⁵ The bespoke tool was approved by Transport Scotland and was used in development of the business case for Robroyston Station.

²⁶ The bespoke tool (transport model) uses the following data sources to identify the levels of traffic which has the potential to switch to rail services: Traffic flow data; Traffic flow past the site; Proportion of traffic accessing the city centre; Car occupancy levels; Mode choice sensitivity; Journey time data; Journey times to Glasgow City Centre; Vehicle operating costs (fuel); Total distance between the site and Glasgow City Centre; Parking costs; and Local trip attraction.

Key Issues

The A81 Transport Options Appraisal Study raises a number of issues which will require further consideration within the process of developing the refreshed Local transport Strategy. These are highlighted in the following paragraphs.

Potential Allander Rail Station

The Study contains the following findings on the potential Allander Rail Station:

- Benefit Cost ratio for station at Allander under all scenarios shows this option offers poor value for money.
- A new railway station at Allander would be located within reasonably close proximity (comparatively) between two neighbouring stations, which inherently reduces the ability of the new station to abstract a significant level of patronage from the existing stations.
- The more remote siting of a new station at Allander would attract very limited walking trips as a function of its more remote location from both the A81 corridor and a reasonable scale of residential walk-in catchment
- A new railway station at Allander will be sited in an area which does not currently, nor is likely to in the future, have an increased residential catchment. The Kilmardinny development (residential and commercial) is not of sufficient scale to generate the necessary levels of rail patronage and there is limited developable land, remaining within a reasonable walk in catchment of the station to warrant it being viable now or in the short to medium term.
- The rail based options (Do Something 3A and 3B) do not appear to deliver sufficient value for money, and are much less effective when measured against the Study's Transport Planning Objectives, STAG criteria and deliverability criteria.

Are all the station scenarios not viable?

Table 5 above demonstrates that the single track station option, with a 550 space car park, is predicted to have a BCR greater than 1.0, and could therefore be considered as economically viable. WebTAG suggests that a BCR value of 1.17 represents 'low value for money'. As mentioned above, the size of the car park is an important aspect of predicting future rail patronage demand. The provision of 550 parking spaces to support the facility is effectively an arbitrary

figure, but included as a sensitivity test, to illustrate the levels of parking necessary to facilitate enough demand for the facility to achieve a BCR greater than 1. However, this level of provision is likely to be too high to be feasible for the following reasons:

- Additional land take would be required to provide a car park of this scale and the costs of such are not included in this assessment;
- The provision of a 550 space park and ride would require supporting access and road network mitigation/ improvements to accommodate the additional trips and the costs of such are not accounted for in this BCR assessment;
- Notwithstanding that the impacts of a draw of 550 inbound (plus drop-off) trips to the facility have not been tested on the surrounding road and junction network, it is considered that this more intense volume of traffic on the local road network during the peak hour, would create significant disbenefits on the environment; safety and security (potentially more so for school children); and accessibility, as the dominance of the private car is likely to discourage local walking and cycling.

If the above costs not currently included in the assessment were included, then the costs of providing a 550 space car park would begin to outweigh the benefits and the benefit-cost ratio is anticipated to reduce below 1.0. This point is crucial to understanding the wider impacts of implementation of a 550 space car park at the Allander site.

Parking

The Study contains the following findings on parking on the Corridor:

- Decking Milngavie Station scores highest in environmental appraisal due to its ability to take cars off the road onto sustainable modes, it also scores highest in terms of feasibility and affordability.
- The study finds decking Milngavie Station car park and increasing parking provision by circa 106 spaces would incur an estimated capital cost of circa £3million.
- Large levels of parking at Allander is likely to create disbenefits relating to air quality, reductions in walking and cycling levels, local congestion and delays and additional junction works to cope with additional traffic.

Active Travel

The Study contains the following key findings on Active Travel provision on the Corridor:

- The study found that completion of the Bears Way offers the second best value for money of all the options appraised.

- Benefits of active travel to corridor (and any disbenefits noted in report)
- The study finds completing the Bears Way would incur an estimated capital cost of circa £442,000 for phase 2, £319,000 for phase 3 and a combined £761,000 for the 2 phases together.

Bus Provision

The Study contains the following findings on bus infrastructure and provision on the Corridor:

- There is limited scope for significant bus measures in the EDC sections of the A81.
- Furthermore any works carried out in East Dunbartonshire for bus could be undermined by a lack of provision in Glasgow, most of the delays experienced by bus users are in Glasgow anyway.
- It would be possible to increase benefits of bus by partnership working with SPT and Glasgow City Council but this is out with the scope of this study.
- First Bus has previously indicated there is not a great appetite for a bus park and ride on the A81 and it was sifted out of the 2015 STAG study for this reason.
- The Council is already looking at delivery of Real Time passenger Information roll out in partnership with SPT and this is included in the study as part of the 'Do Minimum' case.

8. Conclusion

The route corridor study conclusions and key issues highlighted throughout this review will be crucial in informing the preferred options within the Transport Options Report. STAG guidance and principles should be applied to Local Transport Strategies wherever possible and as such any preferred options in the TOR should be consistent with the conclusions of the route corridor studies. Any options that are at odds with the STAG studies' conclusions would not qualify for central government funding.

Local Transport Strategy

Local Transport Strategy 2013-17 Review

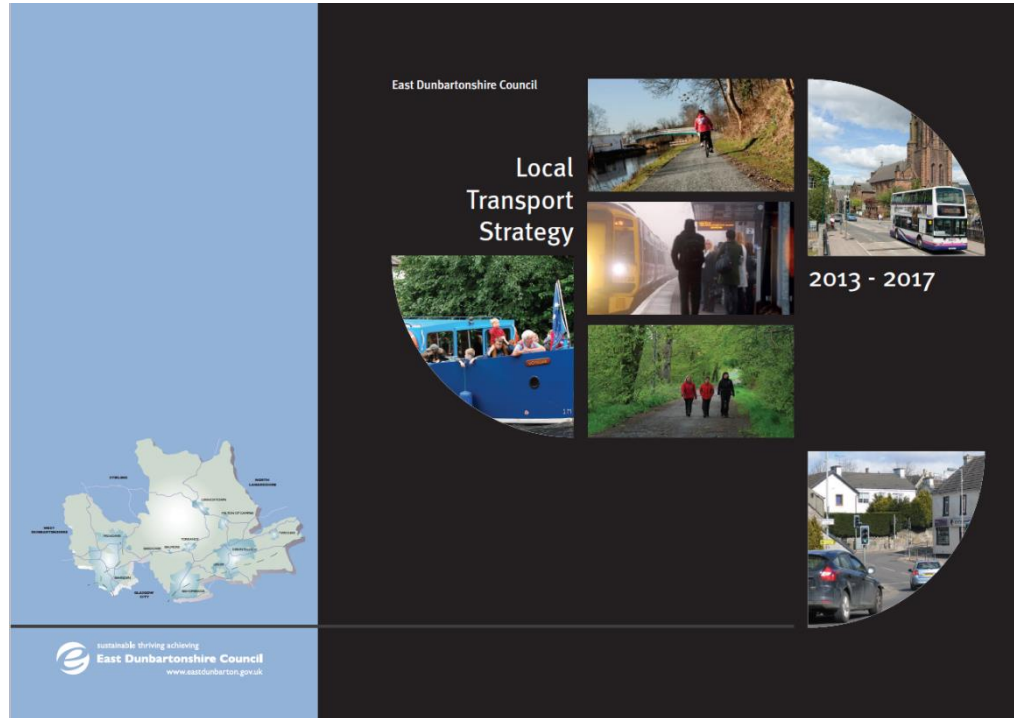


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1. Introduction

Local authorities throughout Scotland are required to prepare a Local Transport Strategy (LTS) under the provisions of the Transport (Scotland) Act 2001. The LTS sets out the Council's position in relation to transport policy. The transport network can have a significant impact on the decisions people take in their choice of mode of travel to work, services and leisure purposes. It is therefore essential to have effective transport planning in place that is based on a robust evidence base that delivers the Council's agreed objectives. These objectives are; appropriate transport infrastructure is well maintained, new interventions are delivered in order to facilitate economic growth and improve the social inclusion and the health and wellbeing of our communities.

Generally, policies that support rising levels of active travel and public transport use by encouraging walking, cycling and using public transport contribute to all the Council's Local Outcome Improvement Plan's (LOIPs) Local Outcomes. Specifically, transport policies within the LTS contributes to delivery of Outcomes related to an expanding economy, access to education, improved health, sustainability and increased safety and access for elderly and vulnerable people.

The purpose of the LTS is to:

- Set out and guide the strategy for the Council's roads and transportation plans;
- Provide a transport policy link between the Council's Single Outcome Agreement, Local Development Plan and other policy documents;
- Coordinate transport funding spend from a variety of sources making sure that investment contributes positively to roads maintenance, regeneration and sustainable development
- Review the transport network and monitor travel demand in the area; and
- Guide partnership working with key transport organisations.

The current East Dunbartonshire Local Transport Strategy (LTS) was published in 2013 and set out three action plans, one for active travel, one for public transport and another for roads and parking. This report reviews the LTS and highlights what has been achieved since publication and what remains to be done or is no longer relevant.

2. Local Transport Strategy 2013-2017 - Objectives

The objectives outlined in the LTS are consistent with the Council's Single Outcome Agreement (which was in use before the current Local Outcome Improvement Plan (LOIP) outcomes), Local Plan 2 and current transport policy documents at regional and national levels including the Regional Transport Strategy and National Transport Strategy. Responses received during the LTS consultation period were considered when formulating the following transport objectives. East Dunbartonshire Council stated seven transport objectives as defined in the LTS and these are defined as:

- Delivering a safe transport network across all modes;
- Improving the health and wellbeing of the community through promoting sustainable travel, attractive well designed streets and active travel routes throughout East Dunbartonshire
- Enhancing the accessibility of services, facilities and businesses in East Dunbartonshire, which promotes social inclusion
- Delivering reliable and efficient public transport services through close working with key transport partners and providers in order to achieve modal shift
- Ensuring that existing roads and footways are maintained incorporating high environmental and design standards
- Developing a transport network that supports both the local and wider region through delivering sustainable economic growth and travel, while conserving and enhancing the natural and historic environment where possible
- Ensuring that the impacts from transportation on the environment and air quality are mitigated in order to work towards the targets set out in the UK Climate Change Act 2008 (and Climate Change (Scotland) Act 2009)

It is important the seven objectives are considered when assessing proposed transport interventions.

Actions selected within the LTS to achieve the LTS objectives aim to assist the Council to deliver on all of its Local Outcome Agreements. This section explains how the LTS contributes to this goal. These are based on the Single Outcome Agreements commitments outcomes rather than the updated LOIPs.

Outcome 1 - East Dunbartonshire experiences congestion and pressure on major route corridors due to existing outbound commuting patterns. A stronger local economy that supports local businesses could go some way in relieving pressure on route corridors by decreasing the need for commuting out of the region to Glasgow. Furthermore, effective transport infrastructure that facilitates access to business locations across the region is essential to the development of a competitive and diverse business and retail base, transition to outcome 1 ("East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base") is thus supported and strongly linked to the effectiveness of the LTS.

Outcome 2 – “Our people are equipped with knowledge, skills and training to enable them to progress to employment” is supported by transport policy that ensures enhancement of the existing transport network will provide residents with excellent transport links which allows them to access education services within the local authority area and/or in neighbouring areas. This is especially relevant in rural areas of East Dunbartonshire.

Outcome 3 - “Our children and young people are safe, healthy and ready to learn.” is supported by the relevant sections within the LTS that supports a rise in active travel and provides safer facilities within which to participate in active travel. An example of this would be segregated cycle lanes and better paths for young people to use for active travel for commuting or leisure purposes.

Outcome 4 – “East Dunbartonshire is a safe and sustainable environment in which to live, work and visit.” is strongly linked to sustainable transport approach as outlined in the LTS. A sustainable environment displays high levels of sustainable transport usage with high quality infrastructure that supports regeneration, where communities feel safe when travelling and not endangered by sharing routes with private cars. Open networks of core paths and cycleways that connect to other modes of sustainable transport can contribute to feeling of community safety and progress towards sustainable development and environmental targets. Well used sustainable travel routes will support a growing perception of community safety and increase the attractiveness of the region as a place to live, work or visit.

Outcome 5 – “Our people and communities enjoy increased physical activity and mental wellbeing and health inequalities are reduced” is supported by a growth in active travel, facilitated by provision of enhanced walking and cycling routes, allowing residents to lead healthy lives. The transport network development outlined in the policy supports residents by allowing them access to healthcare, education and leisure services. This policy also contributes to the long term outcome of overall reduced inequality in the authority area. The Council has commenced the process for producing an Active Travel Strategy which will create a framework for selecting active travel projects, implementing behavioural change to encourage modal shift and places the Council in a strong position for attracting external government funding for projects.

Outcome 6 – “Our older population are supported to enjoy a high quality of life and our more vulnerable citizens, their families and carers benefit from effective care and support services” – Safe and accessible transport services, including improved access measures, allows for greater accessibility to facilities and services, makes visiting family and friends easier, supports independent living and reduces isolation. The policy supports a general high quality of life for the area’s older and vulnerable population by ensuring that the transport network acts as an enabler.

More generally, policies that support rising levels of active travel and public transport use contribute to all the Council’s Local Outcomes.

3. Targets

Indicator	Baseline	Target	Source	Target Achieved by 2017
Road Safety	2011 Accident Levels (By severity)	Decrease the number of accidents	Scottish Transport Statistics	Yes 2011 – 140 accidents 2016 – 94 accidents Fall of 32.9%
Road Traffic	2012	Average decrease in traffic levels over strategy life cycle,	Scottish transport Statistics and EDC RTRA Traffic Survey Data	No 2012 – 529 million vehicle km 2016 – 557 million vehicle km A rise of 5.3%
Rail patronage	2010/11	Increase Volume of passengers	Estimated usage of Stations – Office for rail Regulation Cross Border journeys - Scottish transport Statistics	Yes – 2010/11 Total entries and exits across East Dunbartonshire Stations – 3,928,832 2015/16 Total entries and exits across East Dunbartonshire stations – 4,292,196* A rise of 9.25% *Please note the 2016/17 figures are lower, however, the figures have been severely affected by the ongoing works as part of the Edinburgh

Indicator	Baseline	Target	Source	Target Achieved by 2017
				Glasgow Improvement Programme
Road Condition	2011/12 Road condition rating	Increase percentage of roads that are rated acceptable	Scottish transport Statistics	Yes 2011/12 – Red 11, Amber 32 2016/17 - Red 8 Amber 30
Travel to work/Education	2009/10 travel to work survey	Increase the percentage of people walking, cycling and using public transport to work or study	Scottish Household Survey ²⁷	No 2016 – 28.7% 2009 - 30% ²⁸
Emissions	Number of AQMA	Ensure no new AQMAs are declared	Scottish Government Air Quality data	Yes
Travel to School	2010 Hands Up Survey	Increase percentage of children that walk/cycle to school	Sustrans Hands Up Survey	Walk – Yes 2010 Walk – 45.2% 2015 Walk - 48.1% Cycle – No 2010 Cycle – 3.3% 2015 Cycle – 2.8% 2015 sample size much lower (11,000 – 2010, 6881 – 2015)
Travel patterns	N/AS	Develop a database of local trips and mode share for	Travel diaries – local population, businesses	No – rely on Scottish Government data

²⁷ <http://www.gov.scot/Publications/2010/12/17120002/162>

²⁸ <http://www.gov.scot/Publications/2010/12/17120002/180>

Indicator	Baseline	Target	Source	Target Achieved by 2017
		trips associate with work or leisure		
Active Travel	N/A	Develop a database and monitor walking/cycling on key routes	Survey key paths and develop utilisation trends	Counters implemented on A81 and Forth and Clyde Canal.
Transport Action Plan	N/A	To maintain an up to date and accurate Transport Action Plan	Progress in implementing interventions	Yes

4. Key Outputs

The LTS presented three action plans which set out projects the Council aims to deliver during 2013-2017. The actions plans are organised into Active Travel, Public Transport and Roads and Parking. The Active Travel section has been superseded by the Active Travel Strategy 2015-2020. The Local Transport Strategy 2013-2017 is available to view here:

<https://www.eastdunbarton.gov.uk/local-transport-strategy>

The LTS was developed in partnership with other stakeholders and involved extensive consultation. The strategy consisted of various chapters, including:

- A review of the previous LTS
- Review of changing demography and economy
- Transport network and travel review
- Policy context review
- Consultation
- Issues – these were split by geographical area into four subsections
- Vision and objectives
- Action Plan
- Targets, Monitoring and evaluation

The review highlighted a declining and aging population with a corresponding fall in economically active people and the wage differential between those who live in the area and those who work in the area is high. The review identified that commuting is an important issue for East Dunbartonshire.

A review of the active travel network and infrastructure investment was carried out. A review of rail travel identified that patronage had increased significantly and that the EGIP programme is planned to deliver increased capacity on the lines. The review of bus services shows that bus patronage had fallen in the area and nationally. It is also recognised that ensuring comprehensive service cover across the area is challenging due to financial viability. Most bus services are commercially operated and as such non-viable services require to be subsidised. Distance travelled on the roads and traffic had decreased, likely due to the economic downturn in 2008. East Dunbartonshire has a higher than average rate of car ownership.

The policy context chapter took account of the National Transport Strategy, Strategic Transport Projects Review, Designing Streets and the Rail Utilisation Strategy. It accounted for the Regional Transport Strategy and previous Strategic Development Plan but not Clydeplan 2015. Locally, it accounted for the Single Outcome Agreement, Local Plan 2, Economic Development Strategy and Core Path Plan. The LTS did not examine the refreshed National Transport Strategy, Cleaner Air For Scotland, Cycling Action Plan for Scotland, National Walking Strategy, National Planning Framework 3, Scottish Planning Policy 2014, Scottish Climate Change Act 2009 (but does consider the UK Government 2008 Act) or Carbon Management Plan,.

The LTS carried out consultation and stakeholder questionnaires. The responses highlighted that the issues most important to people were maintaining the roads and paths, improving public transport and road safety. Other topics like repairing potholes, road surfacing and winter maintenance were identified as priorities. Other measures such as improving walking and cycling access to stations, off road cycle lanes and path upgrades were identified as active travel priorities. Improving public transport services, increasing parking capacity at public transport infrastructure and working with partners to encourage integration were identified as good priorities. Respondents highlighted that encouraging modal shift to sustainable modes of transport and improving street design to ensure that walking and cycling are enabled.

5. LTS Monitoring - What has been delivered?

In 2015 the most recent monitoring report was submitted to the Development and Regeneration Committee. Generally it was found that within the remit of East Dunbartonshire Council, good progress has been made on a wide range of transport projects and investigative studies appraising options to address transport challenges across the authority area's two main route corridors. East Dunbartonshire Council has been highly successful in securing external funding from Sustrans, SPT and the Scottish Government's Bus Improvement Fund which has enabled the Council to embark on a range of projects to deliver the LTS.

Significant progress has been made since publication of the 2013 Local Transport Strategy. Flagship physical projects include the completion of the Kessington Hub to complement the already delivered Hub at Hillfoot Station. These improved walking, crossing, waiting and cycle friendly facilities improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times. Accessibility improvements such as high access kerbs at bus stops, drop kerbs on footways at crossings, tactile paving, have been implemented in widespread locations. A further hub at Milngavie Station for the financial year 2015/16 has been delivered within the lifetime of this strategy. Initial engagement work has begun on the Lenzie Improvements Project, and has now progressed to the design stage.

Construction of the Bishopbriggs Relief Road (BRR) phase 4 commenced in Spring 2016 and was due to be completed by summer 2017, providing a further link between Westerhill and the M80, which should remove traffic from Bishopbriggs Town centre, a designated Air Quality Management Area. Construction delays due to ongoing wider works to deliver the Edinburgh Glasgow Improvement Programme (EGIP) being carried out by Network Rail, mean that the road is now due for completion in 2018. Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR. Construction of phase 1 of the 'Bears Way' segregated cycle lane from Burnbrae to Hillfoot has been delivered.

An Active Travel Strategy (ATS) was produced and published in late 2015 which states proposed plans for increasing walking and cycling in East Dunbartonshire. This was a key output of the LTS and sets the framework for a range of infrastructure and behaviour change initiatives required to deliver a step change in travel behaviour in East Dunbartonshire. The ATS stated two action plans, one for infrastructure and another for behaviour change. This includes measures such as signage improvements, new routes, enhancement of existing infrastructure, secure cycle parking at rail stations, and a circular route around the whole authority area aimed at connecting communities as well as stimulating active tourism. The behaviour change plan includes measures such as: restricted car access to new build schools, provision of a travel plan officer for schools and businesses, walking and cycling maps, a cycling festival, continuation of school cycling training, support for local groups to maintain local paths and free cycling training among others.

The ATS runs from 2015-20 and has an ambitious list of infrastructure projects, which may be delivered over the course of the strategy's lifetime. A full list of the projects in the ATS is available to view at <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

The Monitoring Table for the 2015 Monitoring report set out priorities for delivery over the three categories. For active travel, production of an Active Travel Strategy was considered a priority, which has been completed.

Overall within the remit of the Council, good progress has been made. Route Corridor Studies for the A81 and A803/806 corridors provided valuable evidence required to progress some projects which will be taken forward through the new Local transport Strategy 2018-2022. Some targets have been hit, road safety, road condition, travel to school, rail patronage and emissions, however some including road traffic, travel to work and travel patterns have not been successful. For some of these, factors that influence trends are beyond the Council's influence although there are measures that can contribute to improving these trends through the next Local Transport Strategy.

6. Action Plan Progress Summary

The table below provides a summary of progress made on all the actions within the East Dunbartonshire Council 2013-2017 Local Transport Strategy.

Action	Location	Progress Update 4 Years (August 17)
Public Transport		
Continue to support and work to identify new routes, improved timetabling for bus services subsidised by SPT	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Develop and manage a Quality Bus Partnership with operators and SPT in order to improve services, standards and reliability	Area wide	Route Corridor Studies have been carried out for the A81 and A803/806 and include appraisal of the implementation of a Quality Bus Corridor. A feasibility study was carried out by consultants SWECO for a Quality Bus and Cycle Corridor on the A803.
Work with bus operators and SPT to develop real time information on primary bus routes and at key stops	Area wide	Partnership discussions with SPT to deliver RTPI on A81 and A803 corridors. SPT have just completed tendering for RTPI in Summer 2017, and EDC have signed up for RTPI on A803 corridor and Kirkintilloch Town Centre. The forthcoming financial year will see the number of RTPI units in ED rise to 20, with 5 in Kirkintilloch Town Centre, 13 along the A803, and 2 in Bearsden.

Action	Location	Progress Update 4 Years (August 17)
Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander	A81 and A803/806 corridor	Route Corridor Studies have been carried out for the A81 and A803/806. These studies assess the merits, costs and feasibility of developing new rail halts at Woodilee, Westerhill and Allander. Correspondence with the Transport Minister has indicated that due to outcomes of studies; Westerhill and Woodilee should be re-assessed post-delivery of the EGIP programme.
Lobby public transport operators, SPT and Transport Scotland to ensure the cost of public transport is reasonable in East Dunbartonshire	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with transport partners to enhance integration between bus and rail services in East Dunbartonshire through improved timetabling	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with SPT to improve ticketing through integration across all modes of public transport	Area wide	Not within Council's remit. Progress nationally has been made as ScotRail tickets has technology to integrate with Subway and discussions are ongoing to improve this service. Transport Scotland and SPT, through Nevis Technologies, are delivering interoperable smart card ticketing across rail and Subway.

Action	Location	Progress Update 4 Years (August 17)
		<p>The SPT ZoneCard is an existing integrated multi-modal ticketing product covering a range of 'zones' across Greater Strathclyde, where travellers can choose how many 'zones' their ticket will cover. Approximately 9,400 ZoneCards were purchased by East Dunbartonshire residents in 2016/17 (approximately 10% of the population). SPT estimate that approximately £310,000 of savings have been made for East Dunbartonshire residents through Zonecard ticketing in 2016/17. ²⁹</p>
<p>Work with the train operator and Transport Scotland to increase capacity on peak travel services as required</p>	<p>Area wide</p>	<p>Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.</p>
<p>Work with Transport Scotland, Network Rail and the train operator to improve the level of frequency during peak travel periods</p>	<p>Area wide</p>	<p>Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.</p>
<p>Work with Transport Scotland to ensure that Bishopbriggs and Lenzie stations are served by electrified trains in order to improve reliability, frequency and reduce emissions</p>	<p>Bishopbriggs, Lenzie</p>	<p>EGIP project will create significant benefits and assist in delivering this action for Lenzie and Bishopbriggs. Phase 1 of EGIP electrification has been completed on the main Glasgow-Edinburgh line. Very few services stop at Lenzie or Bishopbriggs so the positive impact may be little at this stage. Electrification of Stirling/Alloa/Dunblane services are expected to be completed by December 2018 which will stop at Lenzie and</p>

²⁹ SPT Transport Outcomes Report 2016/17

Action	Location	Progress Update 4 Years (August 17)
		Bishopbriggs and provide major benefits to East Dunbartonshire residents.
Work with SPT and bus operators to improve accessibility to hospitals and healthcare facilities	Area wide	<p>SPT registered new services for access to Queen Elizabeth University Hospital.</p> <p>SPT undertook accessibility analysis in 2014 and worked with Public Service Vehicle operators to improve the number of local services to the QEUH including services operating via Partick interchange.</p> <p>Glasgow City Bus 15 – SPT is supporting additional 8 journeys between Milngavie – Anniesland / weekday and all Saturday and Sunday services between Milngavie-Anniesland to improve access to Gartnavel.</p> <p>SPT supports the service 6B –Bearsden – Glasgow via Gartnavel.</p>
Continue to support MyBus through SPT	Area wide	Support ongoing - 26,000 passengers used MyBus services across the authority area in 2016/17.

Action	Location	Progress Update 4 Years (August 17)
Work with SPT, the community and other partners to explore opportunities for community transport provision	Area wide	Community Transport Glasgow service is available in East Dunbartonshire. All buses are available for not for profit community and voluntary groups and can only be hired by CTG members.
Explore opportunities to provide additional bus services or alter routing to address gaps in areas	Area wide	Explored through route corridor studies. Officers working with bus operators to explore opportunities for improvements.
<p>Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards:</p> <ul style="list-style-type: none"> • Road network adjacent to Hillfoot Railway Station 		Work is ongoing. Route corridor studies addressing A803 and A81, Kirkintilloch Masterplan ongoing. In 2016/17 SPT delivered 2 new bus stops, 1 shelter refurbishment, 2 bus stop pole upgrades and 21 bus stop graphics, while maintaining 477 bus stops, 155 shelters and 598 pole-mounted information cases in East Dunbartonshire.
	Bearsden	Work with SPT ongoing
<ul style="list-style-type: none"> • A803 through Bishopbriggs 	Bishopbriggs	Work with SPT ongoing
<ul style="list-style-type: none"> • Kirkintilloch town centre 	Kirkintilloch	Stop upgrades and installation of real time passenger information have been delivered as part of Kirkintilloch Town Centre Masterplan
<ul style="list-style-type: none"> • A81 Corridor through Bearsden and Milngavie 	Bearsden and Milngavie	Work with SPT ongoing

Action	Location	Progress Update 4 Years (August 17)
Assess and implement bus priority measures such as signals and lanes to reduce bus journey time and improve punctuality	Area wide	Assessment of this has been carried out in route corridor studies and feasibility studies.
Work with bus operators to assess the viability of developing new express bus services	Area wide	Work with SPT ongoing
Work with SPT to develop an integrated transport network that could improve connectivity between residential areas and railway stations	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The active travel strategy contains several measures that contribute to this action. Improved cycling infrastructure at stations has been delivered as has Healthy Habits signage in Bearsden, Milngavie, Bishopbriggs and Kirkintilloch/Lenzie. Phase 1 of Bears Way segregated cycleway has been delivered.
Ensure the Council maintains an up-to-date travel plan	Area wide	No travel plan currently in place.
Ensure Transport Assessments and Travel Plans are submitted when assessing developments	Area wide	Transport Assessments and Travel Plans for developments are carried out when required.
Examine the feasibility of introducing a bus services between the wider East Dunbartonshire area and Mugdock Country Park.	Milngavie	Mugdock Strategy sets out 5 year plan for developing Mugdock Country Park. Currently no interest in operating a bus service from operators and no volunteer interest. Would require Council to fund a service.

Action	Location	Progress Update 4 Years (August 17)
Investigate and work with SPT and bus operators to explore an opportunity to improve the current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch	Bearsden / Milngavie and Bishopbriggs / Kirkintilloch	This action is out with the Council's remit and is the responsibility of private operators. Service between Milngavie/Bearsden to Kirkintilloch/Bishopbriggs is hourly and fully supported by SPT.
Work with our partners to increase personal security on buses and trains in East Dunbartonshire	Area wide	This action is out with the Council's remit and is responsibility of private operators/Police, however, partnership working is on-going between Council officers and relevant bodies to improve the situation.
Work with partners to improve bus timetables that relate to services in the evenings and at weekends especially with regards to settlements in the rural area	Area wide	The Council works with operators and SPT to ensure that services are provided where there is a social need. Service provision is determined by commercial operators and SPT already subsidises many services. Further service provision would need to demonstrate need.
Investigate developing a dedicated bus waiting area as part of the Kirkintilloch Masterplan to improve waiting facilities, information provision and operations	Kirkintilloch	Improvements to bus facilities are being delivered through the Kirkintilloch Town Centre Masterplan. The Bus Hub option was assessed in the 2015 route corridor studies.

Action	Location	Progress Update 4 Years (August 17)
Explore opportunities and ensure that access to Westerhill Business Park via bus is improved	Bishopbriggs	Transport plays a key part of the Westerhill City Deal development. The proposal includes: <ul style="list-style-type: none"> • BRR phase 5. • Bus Park and Ride • Quality Bus Corridor
Liaise with Transport Scotland with regards to promoting hard shoulder running for express bus services between Kirkintilloch/Lenzie and Glasgow that travel on the M80 and M8 during peak travel periods	Kirkintilloch, Lenzie, Bishopbriggs	There has been limited progress with developing this action.
Develop and implement travel hubs on the A81 Route Corridor (Hillfoot, Kessington and Burnbrae), Bishopbriggs and Lenzie to promote the integration of different transport modes at key interchange locations	Hillfoot, Kessington, Burnbrae, Bishopbriggs and Lenzie	Sustainable transport hubs delivered at Hillfoot and Kessington. The Burnbrae hub was implemented at Milngavie rail station in 2016. These improved walking, crossing, waiting and cycle friendly facilities. They improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Work with SPT and bus operators to investigate the need to enhance public transport accessibility of Twechar through improving the frequency of bus services	Twechar	The Council supports improved bus service provision but this action is out with the Council's remit and in the hands of private operators.
Roads and Parking		
Complete Phase 4 of the Bishopbriggs Relief Road	Bishopbriggs	Construction of the Bishopbriggs Relief Road (BRR) phase 4 commenced in Spring 2016 and was due to be completed by summer 2017. Construction delays due to ongoing wider works to deliver the Edinburgh Glasgow Improvement Programme (EGIP) being carried out

Action	Location	Progress Update 4 Years (August 17)
		by Network Rail, mean that the road is now due for completion in early 2018. Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.
Develop a resourcing mechanism for delivering Phase 5 of the Bishopbriggs Relief Road	Bishopbriggs	Council is continuing to develop a resource mechanism for this project.
Continue to improve rural and single lane roads in line with high environmental and design standards and include mitigation for any adverse environmental impacts where appropriate	Area wide	Progress has been made on Campsie Rd improvements and bridge enhancements. The Council will continue to improve rural roads by installing centre line studs and anti-skid surfacing.
Continue to monitor the performance of the road network and provide improvements where applicable, in line with high environmental and design standards, to enhance operation and safety at key junctions	Area wide	Condition assessment surveys are completed and locations are prioritised taking into account current conditions, expected level of deterioration, traffic volumes and use. Minor repairs are completed when required.
Promote road safety through schools	Area wide	This action is on-going.
Require improvement to junctions/ road network affected by development	Area wide	Continued input through planning consultation and Road Construction Consent review
Assess the benefits and install electronic information signs to warn drivers of delays, incidents and journey time information	Area wide	There are 11 signs in East Dunbartonshire that are moved around on demand in order to provide improved driver information.

Action	Location	Progress Update 4 Years (August 17)
Work with partners to promote priority car share parking at railway stations	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	Not progressed. Issue relates to difficulty with enforcement. Not within the Council's remit to deliver directly. The Traffic and Transport team are operating a liftshare scheme for EDC employees.
Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)	Area wide	Route Corridor Studies looked at these options and provided appraisal of options.
<p>Investigate and deliver the appropriate junction and road improvements where applicable to enhance operation and safety and reduce queuing and vehicular delay. Any intervention will take account of high environmental and design standards including mitigating any adverse environmental impacts:</p> <ul style="list-style-type: none"> • Bearsden Cross • A81/A807 Junction • A81/B8030 Junction • A81/Boclair Road Junction • A81/Asda (Bearsden) Junction 	<p>Area wide</p> <p>Bearsden</p>	<p>Improvements are assessed as a result of major projects, development applications or as part of ongoing traffic investigations. This is an on-going process.</p> <p>On-going process.</p>

Action	Location	Progress Update 4 Years (August 17)
<ul style="list-style-type: none"> • Bishopbriggs Cross • Asda (Bishopbriggs)/Kirkintilloch Road Junction • Crosshill Road (Strathkelvin Retail Park)/Kirkintilloch Road Junction 	Bishopbriggs	On-going process.
<ul style="list-style-type: none"> • Kerr St/Cowgate/Catherine Street Junction • Lenzie Rd/Muirhead St Junction • A803/New Lairdsland Road Junction • Initiative Road (A806)/Waterside Road Junction 	Kirkintilloch	Masterplan has implemented changes and works currently in progress. On-going process.
Continue to deliver improvements to the A81 Route Corridor to mitigate congestion and improve air quality	Bearsden and Milngavie	Hillfoot, Kessington and Milngavie Hubs all delivered.
Continue to deliver improvements to the A803 Route Corridor to mitigate congestion and improve air quality	Bishopbriggs and Kirkintilloch	Route corridor studies appraised options for A803. Officers are working to develop options in line with emerging Town Centre Strategies.
Implement the parking strategy in relation to both on and off street proposals	Area wide	Parking charges implemented in some car parks.
Manage parking issues through the introduction of decriminalised parking enforcement	Area wide	Complete and monitoring process on-going
Junction signage improvements to encourage use of A806	Kirkintilloch	Signage complete.
Continue to monitor the level of traffic on roads in East Dunbartonshire	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc.

Action	Location	Progress Update 4 Years (August 17)
Review the scope and methodology of the transport developers contribution note and revise if necessary	Area wide	The Local Development Plan was approved in February 2017 which sets out a sustainable Transport Policy which requires developers to provide transport improvements as part of the development. Supplementary Guidance on Developer Contributions has been produced and consulted on. This guidance has reviewed the scope and methodology for securing developer contributions for transport improvements.
Monitor air quality and the level of traffic in Bishopbriggs and Bearsden	Bishopbriggs and Bearsden	Carried out continuously and annual monitoring report submitted to Scottish Government.
Investigate the possibility of key roads (such as the A806 and A810) being adopted as Trunk Roads by Transport Scotland	Area wide	Currently not progressed.
Identify appropriate locations and implement the SCOOT system to improve traffic management	Area wide	SCOOT included as part of a package of options in the A81 Route Corridor Study. B8050 system is currently being delivered.
Monitor and review demand for parking in town centre car parks across East Dunbartonshire to manage capacity and operations	Area wide	DPE implemented Summer 2016 and charging for stays of over 2 hours in place in Milngavie, Bearsden and Kirkintilloch.
Assess the impact of the proposed Local Development Plan and identify associated transport solutions	Area wide	Transport Assessments will be required to be submitted as part of all planning applications on LDP sites.
Review the maximum and minimum parking standards for new developments	Area wide	Parking standards are currently under review.

Action	Location	Progress Update 4 Years (August 17)
Continue to investigate accident cluster sites and develop measures to improve road safety	Area wide	This is an on-going process. LED studs in road, high friction surfaces, and vehicle activated signs and warning signage implemented at various locations.
Investigate and install road traffic counters on key roads	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc. Counters installed to monitor active travel projects.
Ensure appropriate provision of disabled parking facilities across East Dunbartonshire	Area wide	On-going. This is a statutory requirement.
Identify appropriate locations and introduce new pedestrian crossing facilities where necessary	Area wide	Partly delivered through planning system and Council proposals. An example is the - Kirkintilloch Town Centre public realm improvements crossings
Provide the relevant level of maintenance activities in relation to roads, footways, street lighting, car parks, cycle ways and bridges.	Area wide	Phase 1 - LED lighting roll out circa 6000/8000 units have been rolled out. Roads and footways upgrades on-going in line with asset management plan Bridges have on-going improvements. The car parks are almost complete, only minor finishing touches need to be applied.
Investigate possible car club scheme with other organisations/local authorities	Area wide	A feasibility study has been carried out on this option and is on-going.
Investigate possible access improvements to Council car parks in Kirkintilloch	Kirkintilloch	On-going.
Develop and implement road safety measures in relation to the A809	Bearsden	High Friction Surfacing and upgraded signage provided – on-going monitoring

Action	Location	Progress Update 4 Years (August 17)
Winter Service Provision	Area wide	Provided annually. The Council continue to deliver winter service focusing on key transport routes and routes to schools, main services and cycle ways.
Maintain and upgrade signage for walking and cycling routes and roads	Area wide	Healthy Habits signage implemented in Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. A review of signage provision and de-cluttering is on-going. This will be reviewed again in Town Centre Strategies.
Active Travel		
Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: - A81 Bears Way – kerb segregated cycle lane - Phase 1 complete. Upgraded surfacing on Forth and Clyde Canal throughout all of East Dunbartonshire. Strathkelvin Railway Path upgraded on border with NLC. Healthy Habits signage provided across Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. Milngavie, Hillfoot and Kessington hubs have all been delivered. Increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot station. Kirkintilloch Masterplan aimed to improve conditions for active travel.
Enhance the quality, safety and routing of paths and footways from residential areas to town centres, key bus routes, railway stations, employment , health and leisure facilities	Area wide	The following projects have been delivered between 2013 and 2017: - Cycle and walking routes between Woodilee and Lenzie, - Allander Walkway Upgrade

Action	Location	Progress Update 4 Years (August 17)
Work with partners to deliver parking and infrastructure improvements, such as shelter facilities, associated with cycling at railway stations	Area wide	The following projects have been delivered between 2013 and 2017: - Sustainable transport hubs delivered at Hillfoot, Kessington and Milngavie. These improved walking, crossing, waiting and cycle friendly facilities improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Identify and develop the appropriate infrastructure such as routing and on road junction priority measures to encourage cycling in the rural area of East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: - Bears Way phase 1 - Strathkelvin Railway Path Upgrade - Canal Towpath Upgrade - path upgrade parallel to A897 west of Lennoxton and south east of Clachan of Campsie
Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal	Area wide	Active Travel Strategy completed and published end 2015. ATS included full network review/audit of active travel routes.
When opportunities arise, promote the health and sustainable benefits of active travel through campaigns	Area wide	The following projects have been delivered between 2013 and 2017: - Area wide 'Healthy Habits' project - Milngavie and Bearsden 'Big Bike Fest' - Play on Pedals
Undertake an examination of walking and cycling accessibility to primary schools through the Primary School Estate Review and develop safe routes to educational establishments from residential areas	Area wide	Consideration of active travel routes to school embedded in school design process

Action	Location	Progress Update 4 Years (August 17)
Increase and improve cycle parking provision security at Council owned facilities such as town centres, educational establishments, leisure facilities and employment areas	Area wide	The following projects have been delivered between 2013 and 2017: - EDC office Southbank House improvements - Various Primary School 'Scooter and Cycle Parking Projects' - Purchasing bike fleet for schools and outdoor education
Work with and encourage private land owners and businesses to improve cycle parking provision at business parks and retail parks	Area wide	Council officers are working with the business community through the active travel strategy and Economic Development Strategy to improve connectivity to town centres and retail centres.
Remove unnecessary or redundant street furniture, install the appropriate signage where required and improve information relating to active travel routes across East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: - Public realm works on Cowgate, Kirkintilloch - Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered - Milngavie Station, Hillfoot, Kessington
Enhancements to town centre environments including the widening of footways, dropped kerbs, improved lighting and public realm, traffic calming measures and cycle parking in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: - Public realm works on Cowgate, Kirkintilloch - Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered - Milngavie Station, Hillfoot, Kessington
Work with Transport Scotland and the train operator to improve the provision for bicycles on board trains and secure parking at stations across East Dunbartonshire	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The following projects have been delivered between 2013 and 2017: - Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. - Sustainable transport hub delivered at Hillfoot and Milngavie Stations - increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot stations.

Action	Location	Progress Update 4 Years (August 17)
Monitor and maintain the Council's core path network in line with the Core Path Plan	Area wide	The following projects have been delivered between 2013 and 2017: - The Council has resurfaced privately owned paths in partnership with private owners.
Development and implementation of a cycling strategy	Area wide	Active Travel Strategy complete and published in November 2015. The ATS stated two action plans, one for infrastructure and another for behaviour change. The ATS is focussed on increasing levels of walking and cycling.
Ensure areas of tourism interest such as Mugdock Country Park, the West Highland Way and the Forth and Clyde Canal are accessible through high quality footpaths/ cycleways	Area wide	The following projects have been delivered between 2013 and 2017: - Forth and Clyde Canal Towpath Upgrade in partnership with Scottish Canals - Milngavie Station Improvements which is a gateway to the West Highland Way
Ensure new developments incorporate high environmental and design standards set out in National Policy through Designing Streets and Designing Places and include mitigation for adverse environmental impacts where appropriate	Area wide	As set out in the LDP, planning guidance for Sustainable Transport and Design and Placemaking sets out requirements for new developments to include high environmental and design standards in line with national guidance. SEA process ensures any relevant mitigation is included in planning process.
Work with our partners to deliver cycle training and initiatives in schools	Area wide	The following projects have been delivered between 2013 and 2017: - Play on Pedals - Bikeability - iBike Officer training - cycle maintenance training
Install cycle counters on key routes to enable accurate monitoring	Area wide	The following projects have been delivered between 2013 and 2017: - SNH installed 1 counter on Strathkelvin route near Strathblane - 1 counter has been installed on A81 at Phase 1 of the Bears Way

Action	Location	Progress Update 4 Years (August 17)
Develop a footway between Woodilee and Lenzie	Lenzie	The following projects have been delivered between 2013 and 2017: - The shared footpath has been extended - Advisory cycle lanes on Garngaber Avenue. - Strathkelvin Railway Path Upgrade Woodilee to NLC boundary
Assess the need and deliver footways adjacent to Initiative Road (A806) and the Bishopbriggs Relief Road	Kirkintilloch, Bishopbriggs	The following projects have been delivered between 2013 and 2017: - A806 has now been adopted - Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.
Work with adjoining local authorities to promote foot/cycle path connectivity	Area wide	The following projects have been delivered between 2013 and 2017: - Strathkelvin Railway Path Woodilee to NLC boundary - Work on ATS carried out with neighbouring authorities, the EDC Loop which is included in the ATS is planned to pass through Stirlingshire.
Improve and promote walking/cycling access to Strathkelvin Retail Park	Bishopbriggs	Council officers are working with the business community through the Active Travel Strategy and Economic Development Strategy to improve connectivity in town centres and retail centres.
Improve and promote walking and cycling access to Westerhill Business Park including an investigation into enhanced connectivity towards Lenzie	Bishopbriggs	The following projects have been delivered between 2013 and 2017: - Feasibility study from BRR to Lenzie. - The existing stretch of Westerhill Rd and bridge will become active travel corridor parallel to BRR following completion of phase 4.

7. Conclusion

The East Dunbartonshire Council Local Transport Strategy 2013-17 set out key objectives to improve the transport network for the local area and provide associated benefits to economic development, air quality and social inclusion. It aimed to deliver a safe transport network across all modes which covers an increase of the security of all travellers and a decrease in the number of accidents observed across all modes. The LTS aimed to improve the health and wellbeing of our communities through promoting sustainable travel, creating attractive, well designed streets and active travel routes throughout the area. The transport system in an area can facilitate social inclusion or serve to increase the problem of social exclusion, therefore, the LTS set out a key aim to enhance the accessibility of services, facilities and businesses in East Dunbartonshire to facilitate social inclusion. Effective partnership working with key transport partners such as, SPT and Transport Scotland was a key aim to deliver reliable and efficient public transport services. The strategy committed to ensuring that existing roads and footways were maintained to incorporate high environmental and design standards. East Dunbartonshire's Single Outcome Agreement (now Local Outcomes Improvement Plan) Outcome 1 is for East Dunbartonshire to have an expanding economy with a competitive and diverse business and retail base. To support this, the LTS aimed to develop a transport network that supported the local and wider region through delivering sustainable economic growth and travel, while also conserving and enhancing the natural and historic environment where possible. The final key objective was to ensure the impacts from transportation on the environment and air quality are mitigated to achieve targets set by the UK government.

The action table describes the progress that has been made in delivering the actions that aimed to achieve these objectives. Many of the progress reports describe an on-going approach that officers in relevant Council departments are taking with respect to improvements, maintenance and partnership working in delivering these actions and ultimately the key aims the LTS strived for. The lifecycle of the LTS delivered a number of direct infrastructure improvements and interventions. These included; sustainable transport hubs at Hillfoot, Kessington and Milngavie rail station, the construction of phase 1 of the Bears Way and on-going works on construction of the Bishopbriggs Relief Road. The design of the active travel corridor that will be situated on Westerhill Road adjacent to the BRR has been carried out and will be delivered upon the completion of the BRR. East Dunbartonshire's first Active Travel Strategy was also developed during the term of the LTS and sets out proposed plans to increase levels of walking and cycling within East Dunbartonshire.

It is important to assess the progress that has been made during the term of an LTS through on-going monitoring and especially to feed in to the development of the next LTS. This is to ensure that there is a joined up approach between the two strategies and that where necessary, there is continued support for actions and interventions that have delivered on one or more of the key aims and objectives and will continue to satisfy the Transport Planning Objectives that are proposed in the Transport Options Report for the forthcoming LTS. The forthcoming LTS will seek to build on the successful impacts of the previous LTS including; a reduction in the number of accidents and a rise in the levels of rail patronage. It will also aim to

generate improvements in areas where this review has highlighted on-going issues such as there being a rise in vehicle kilometres. The forthcoming LTS will continue to strive for a more effective transport network that motivates a change towards sustainable transport, reduces inequality, reduces emissions via a reduction in vehicle mileage, supports economic growth by increasing connections across our communities, increases levels of active travel and improves safety on all modes of travel.

Local Transport Strategy

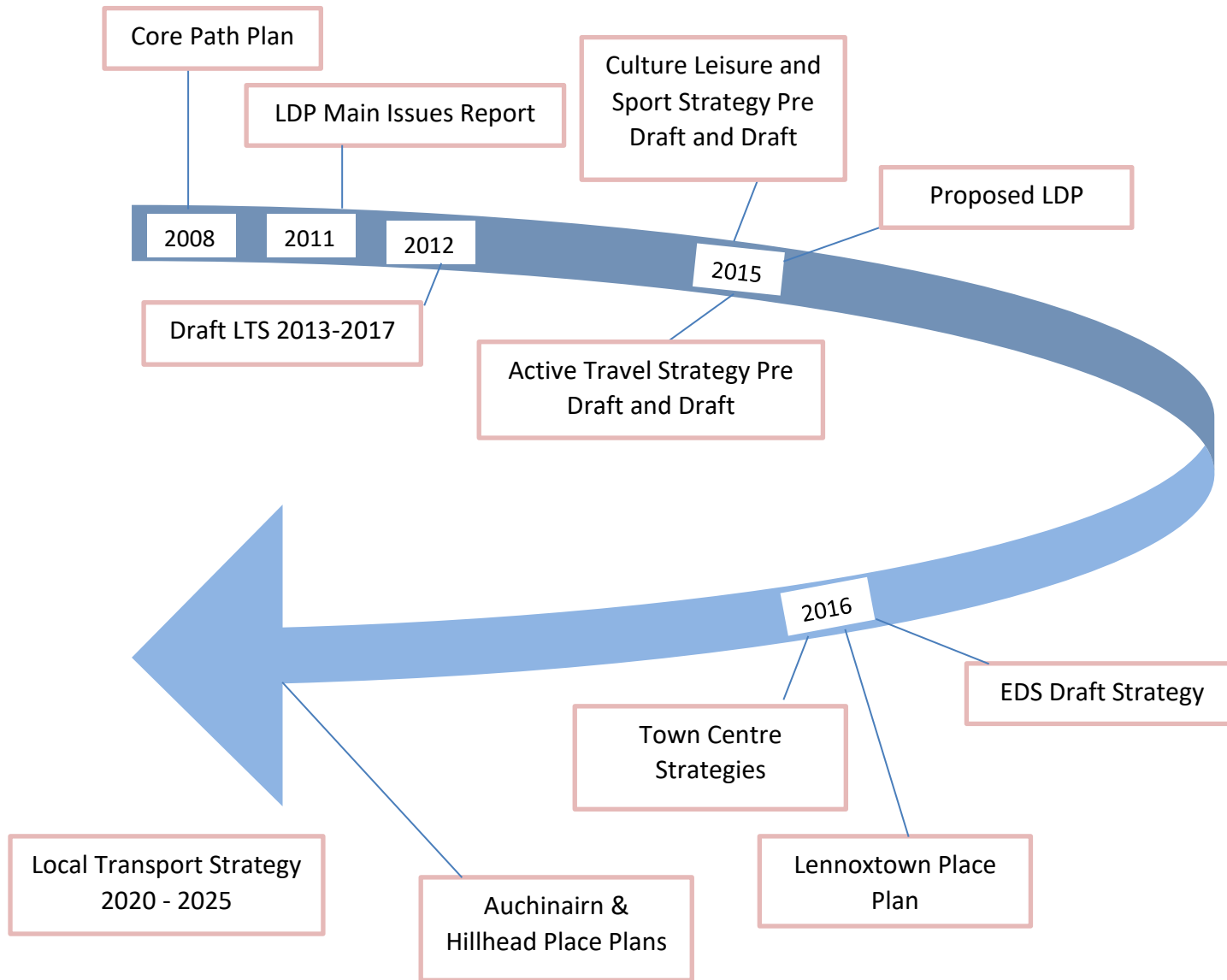
Report of Consultations



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Introduction



Prior to development of the Local Transport Strategy 2020-2025 (LTS) and the Transport Options Report (TOR), which precedes the final strategy, East Dunbartonshire Council has carried out numerous consultations for various plans and strategies on a wide range of topics relevant to transport. The purpose of this document is to provide a summary of previous consultations that inform transport policy.

This background report is split into two sections describing the two stages of the consultation for the LTS. Stage 1 is a report of all previous relevant consultations carried out by the Council which has informed development of the TOR. The stage 1 report will be presented as a background report for the TOR.

Stage 2 will be a report of the consultation carried out on the TOR. Once this consultation has concluded, a summary of the responses and trends from both stages will be presented in chapter 3 of this document.

The information from these two stages will inform the development of the final LTS.

1. Consultation Stage 1 – Report of Previous Consultations

Each table provides a summary of a different consultation on a strategy document, the consultation process, how the consultation was publicised and key findings from the consultation. A summary of conclusions from all of these consultations can be found at the end of this section.

Strategy / Project Consulted on	East Dunbartonshire Core Path Plan	
When did this take place?	2008	
Consultation Process	Early engagement To ensure the consultation was meaningful and reached a broad section of the population, participatory appraisal methodology was used and teams of facilitators were employed to conduct insitu surveys. Employed for two days in each community, the facilitators stopped and spoke to people in and around town and village centres as well as interviewing people while actually using the path network.	
Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press • Local Development Plan newsletter sent to over 500 registered recipients. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings. 	
Number of Respondents	Consultation zones	Number of Responses
	Twechar	No figures available
	Torrance	103
	Kirkintilloch	586
	Lennoxtown and Campsie	310
	Milngavie	183
	Bearsden	146
	Bishopbriggs	83
	Total	1411
	The results of the surveys were conveyed back to the Local Access Forum. The Forum consists of representatives from local farming, land owning, horse riding, disability, walking and cycling interests. This collective experience and local knowledge coupled with the external advice of Scottish Natural Heritage and Paths for All helped distil the large volume of survey results down to Core Path level. Meeting four times a year, the Forum helped confirm which of the many paths recorded during the surveys would go forward as Core Path Candidates.	

Key Findings Relating to Transport	All but three of the Core Paths listed in the Plan were already in daily use. For the majority of routes, little will change other than the legal status of the path concerned. Just under half of the 83 paths are in public ownership: 32 in the ownership of East Dunbartonshire Council with a further 9 owned by other public organisations. The remaining 42 paths are in private ownership but this does not mean existing arrangements or use of the paths will change. The majority of the paths in the plan are already managed either by East Dunbartonshire Council, other public bodies or private landowners.
Further Information	https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport/core-path-plan

Strategy / Project Consulted on	Local Development Plan Main Issues Report
When did this take place?	Winter 2011
Consultation Process	<p>There was a consultation period of 8 weeks with a range of events for residents to participate in. These included:</p> <ul style="list-style-type: none"> • Speed Debating workshop - (9 sessions in total, in; Kirkintilloch (2), Bishopbriggs (2), Lennoxton (2), Bearsden, Milton of Campsie and Milngavie. • Drop in Sessions, 4 sessions located at; Twechar, Lennoxton, Bishopbriggs and Bearsden. • A workshop was held in December 2011 to scope the main land use issues for East Dunbartonshire. This was well attended with over 70 participants. • A questionnaire to which a total of 161 responses were received. • Several meetings with all the key agencies. • Targeted meetings with Homes for Scotland, Registered Social Landlords and Private developers. • 3 workshops were held to provide opportunities for the community and stakeholders to work together to develop assessment and site options to address the need for housing in East Dunbartonshire.
Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press • Local Development Plan newsletter sent to over 750 registered recipients. • Use of Council's corporate consultation database to notify over 500 individuals who have signed up to be informed of the Council's consultations. • Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings.
Number of Respondents	Survey received 161 responses. 70 people participated in the workshop.

Key Findings Relating to Transport	<p>Access to sustainable travel must be improved and encouraged within each community. This involves improving travel within key transport corridors, maximising the capacity of public transport infrastructure and encouraging active travel (walking and cycling).</p> <p>The Council should give priority to sites which are sustainably accessed, by walking, cycling and established public transport. Ensure designing streets principles are included in all new developments, to help achieve modal shift towards sustainable transport modes.</p> <p>78% of the 83 respondents agreed with travel priorities for East Dunbartonshire. Supporting comments included the need for promotion / provision of sustainable transport links to new and existing development. In addition, a number of comments were made regarding the need for infrastructure improvements for all modes, including the private car. Of those respondents who disagreed with the travel priorities, some highlighted the need for infrastructure to be developed prior to future development.</p> <p>45% of the respondents agreed that some travel priorities had been missed, which included, the development of rail facilities at Woodilee and Westerhill.</p> <p>80% of 75 respondents agreed <i>Priority Should Be Given to Sites That Can Be Sustainably Accessed</i></p> <p><i>Bishopbriggs, Balmore, Bardowie and Torrance</i> – 72% of 11 respondents agreed with the preferred option. A number of respondents commented in support of a rail park and ride facility at Westerhill and the completion of the Bishopbriggs Relief Road (BRR). Further comment was made about how drainage will be managed through the development of the BRR. Disagreement comments, include, concern of the effects of the BRR (phase 4) on Low Moss, greenbelt character and Cadder Yard.</p> <p><i>Kirkintilloch, Lenzie, Waterside and Twechar</i> – 88% of 26 respondents agreed with the preferred option. Comments in support included reference to improving parking within Kirkintilloch Town Centre and using brownfield land as a park and ride facility. Of those who disagreed, one person was against a park and ride facility at Woodilee due to the proximity to Lenzie Station.</p> <p><i>Bearsden and Milngavie</i> – 81% of 36 respondents agreed with the preferred option. A number of comments were made in support of a rail park and ride facility at Allander. Other positive comments included the stated need for improved infrastructure to support new development. One respondent, who disagreed, commented on the good levels of connectivity of LDP17 – Craigton Road. However, it was felt that the preferred option would predicate against this site.</p>

	<p>Lennoxtown, Clachan of Campsie, Haughhead and Milton of Campsie – 60% of 18 respondents agreed with the preferred option. One comment mentions a park and ride facility in the area. A number of those respondents in disagreement felt that the preferred option had not been considered for LDP 18 – Redmoss Farm.</p> <p>Generic Area Wide Comments – Some respondents felt that the demand for housing and affordable housing should outweigh sites accessibility by sustainable modes. General support was made by some respondents to rail facilities at Allander, Westerhill and Woodilee.</p> <p>Summary of Question 3 Responses – Comments made regarding the alternative option included the need to maintain parking capacity in Kirkintilloch, maximise parking in Bishopbriggs and around railway stations and providing Park and Ride adjacent to BRR. In addition, comment was made against the development of a multi-storey parking facility at Milngavie Rail Station due to the loss of visual amenity.</p> <p>Summary of Other Suggestions – Comments made regarding the provision of segregated cycling facilities, more parking and development of a rail connection to Kirkintilloch.</p> <p>In addition to the above, a large number of comments were made on non-planning matters which relate to traffic and transport functions, which included;</p> <ul style="list-style-type: none"> • Quality of public transport services; • Operation of the roads; • Condition of the roads; and • Speed of Traffic.
Further Information	https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/emerging-local-development-plan/main-issues-report

Strategy / Project Consulted on	Local Transport Strategy 2013-2017 – Draft Strategy
When did it take place?	Spring 2012
Consultation Process	<ul style="list-style-type: none"> • 6 week consultation • Online survey • Freepost consultation postcard • 5 drop in sessions

	<ul style="list-style-type: none"> • Presentation to the East Dunbartonshire Equality Engagement Group and the Community Council Liaison Committee in June 2013.
Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press • Local Development Plan newsletter sent to over 750 registered recipients. • Notification sent direct to the Council's key transportation partners. • Use of Council's corporate consultation database to notify over 500 individuals who have signed up to be informed of the Council's consultations. • Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings.
Number of Respondents	556 responses to the questionnaire
Key Findings Relating to Transport	<p>Consultations identified a range of issues that were important to residents, the three highest rated were:</p> <ul style="list-style-type: none"> • Maintaining existing roads and footways • Improving public transport services • Road Safety <p>Particular support was given to:</p> <ul style="list-style-type: none"> • Recognition of the needs of the aging population of East Dunbartonshire. • Commitment to supporting and developing active travel throughout East Dunbartonshire. • Progress with the investigation into the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.
Further Information	https://www.eastdunbarton.gov.uk/local-transport-strategy

Strategy / Project Consulted on	Proposed Local Development Plan
When did this take place?	Spring 2015
Consultation Process	The Council invited representations on the Proposed Plan using a dedicated Representation Form with an accompanying 'How to' guide.

Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press and social media (EDC Facebook and Twitter pages) • Local Development Plan newsletter sent to over 1000 registered recipients. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings. • Drop in sessions were carried out (8 sessions) at; Torrance, Milton of Campsie, Milngavie, Bishopbriggs, Kirkintilloch, Lennoxton, Bearsden and Lenzie
Number of Respondents	There were 1089 responses
Key Findings Relating to Transport	<p>There was broad support from the key agencies and developers especially on the policy on reducing the need to travel and ensuring sustainable options are available in the vicinity of new developments. There were some requests for modifications, in particular from SPT which requested wording should be amended to reflect the outcomes of the recent route corridor studies. These changes were not considered to be significant modifications. There were some requests for the plan to include provision of facilities such as; bus services, crossing facilities or parking. Responses to these representations explained that the Proposed LDP is not the appropriate vehicle to outline such provision and these issues will be developed and investigated through the Local Transport Strategy, which is due for refresh in 2017. Overall, there were no requests for significant modifications that would alter the direction and central themes of the policy and no representations were received from Transport Scotland.</p> <p>A wide range of comments on transport were provided in the Proposed Plan consultation. Many comments were related to transport plans and options specifically and not land use and so would have been more appropriate comments for the Local Transport Strategy rather than the Proposed Plan. However, a wide range of comments pertaining to land use and transport were received and are summarised below.</p> <ul style="list-style-type: none"> • Some respondents were supportive of the Council setting aside land for potential rail stations at Allander, Westerhill and Woodilee. Particularly rail lobby groups, community councils and some members of the public. • Of those supporting new rail stations with associated park and ride facilities, there was a range of opinions on parking provision. Some suggested parking provision should be between 100 and 400, with others preferring up to 1500 spaces. • Comments were received suggesting that parking provision at stations and town centre's needs to be increased. • Network Rail highlighted the proximity of sites set aside for potential rail stations to existing stations may create technical problems in that trains may not be able to achieve appropriate line speed between stops, with negative

	<p>impacts on resilience and train performance. Network rail suggested the Council look closely at alternative ways of providing increased parking at existing stations.</p> <ul style="list-style-type: none"> • Some respondents expressed concern of the time taken to deliver the Bishopbriggs Relief Road. • Strathclyde Partnership for Transport highlighted that any potential projects that emerge as preferred options should be consistent with the outcomes of the two 2015 STAG corridor studies. <p>The Proposed Local Development Plan consultation showed:</p> <ul style="list-style-type: none"> • General support for sustainable transport provision to mitigate the effects of development on traffic • Concern that parking provision, especially around rail stations is inadequate and incapable of coping with the transport impact of development • Support from the public and community councils for new rail halts and park and ride facilities • Representation was submitted from Network Rail stating that trains may not be able to generate line speed necessary to stop at new stations and maintain network resilience and requested the Council consider alternative measures including increased parking provision at existing stations and improved active travel links to existing stations due to: <ul style="list-style-type: none"> - The proximity of Bishopbriggs and Lenzie stations to potential new stations at Woodilee and Westerhill - Proximity of Hillfoot and Milngavie's stations to potential new station at Allander.
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Strategy / Project Consulted on	Active Travel Strategy - 2015-2020 – Pre-Draft Consultation
When did this take place?	Summer 2015
Consultation Process	<ul style="list-style-type: none"> • On Tuesday 9th June 2015, East Dunbartonshire Council and Capita hosted a half day External Stakeholder Workshop in the War Memorial Hall, Bishopbriggs. 28 participants represented various organisations that had interest and influence to develop an Active Travel Strategy for East Dunbartonshire. This first workshop aimed to gather information and views on the current state of infrastructure provision in East Dunbartonshire prior to carrying out route audits and a physical review of the current network. • An online survey to inform the draft strategy (over 150 responses) • Action Plan Options - Stakeholder Workshop was held in Milngavie Town Hall on Thursday 9th July 2015 • 2 x Drop in sessions were held, one in Bishopbriggs another in Milngavie

	<ul style="list-style-type: none"> • A second online survey was created allowing organisations and individuals an opportunity to have their say on the draft strategy and comment on proposals within the action plan.
Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press and social media (EDC Facebook and Twitter pages) • Local Development Plan newsletter sent to over 1000 registered recipients. • Notification sent direct to the Council's key transportation partners.
Number of Respondents	<p>Attendees included organisations such as residents associations and community councils, Scottish Natural Heritage, East Dunbartonshire Community Health Partnership (NHS), Police Scotland, Scottish Enterprise, Central Scotland Green Network Trust, major employers, Sustrans and Paths for All.</p> <p>Over 150 responses separately to online survey.</p>
Key Findings Relating to Transport	<ul style="list-style-type: none"> • Main reasons given for not cycling are; insufficient road space for cyclists and excess traffic (road safety) • Main reasons given for not walking are; excess traffic (road safety) and 'poor footpath and footway surfaces' • Reasons respondents said would encourage them to walk or cycle were; 'traffic free routes' and 'less /slower traffic' • People felt the ATS should focus most on 'Improved active travel connectivity between residential areas, public transport infrastructure, town centres and green network assets', the next most popular answers were; 'modal shift', 'improved health' and 'creating better quality places.' • Respondents felt the best way to increase Active Travel journeys was to focus on active travel to schools, 2nd was to focus on journeys to work • 'Better footpaths in towns/villages' was given as best way to increase walking journeys • 'Dedicated cycle lanes (on road)', commuter cycle routes into urban areas, segregated cycle lanes and 'off road paths' were the equally preferred ways given to increase cycling. • In an open question asking what is perceived to be the main barriers against walking and cycling, safety was the most common theme • When asked where cycling facilities should be installed, 'schools' and 'train stations' were the preferred facilities.
Further Information	http://www.eastdunbarton.gov.uk/activetravelstrategy

Strategy / Project Consulted on	Active Travel Strategy - 2015-2020 – Draft Strategy
When did this take place?	Autumn 2015
Consultation Process	The consultation period ran for six weeks from 26 August 2015 to 7 October 2015.

	<p>A survey was principally available on the Council's website but paper copies were also available in libraries and at drop-in events.</p> <p>Two Drop In sessions were held to provide opportunities for stakeholders to be involved and speak directly with officers. The Drop In sessions took place on 21 September at the Allander Leisure Centre from 3pm to 8pm and at Bishopbriggs Memorial Hall on 23 September also from 3pm to 8pm.</p> <p>A report was presented to the Equalities Engagement Group for East Dunbartonshire on 9 September 2015 along with the draft Active Travel Strategy. This report explained the strategy and its objectives along with requests for any feedback or comments using the survey.</p> <p>Emails were received from some stakeholders and meetings were also held with key stakeholders as required</p>
Publicity Carried Out	<ul style="list-style-type: none"> • Local Press (Bearsden & Milngavie Herald, Bishopbriggs Herald, Kirkintilloch Herald) • Council website and social media • Email notification to recognised stakeholder groups and organisations (including those who previously commented on the Bearsway and agreed to be contacted in future); e.g. community councils, local residents associations, SPT, neighbouring local authorities, GoBike, Paths for All and Sustrans • The Local Development Plan newsletter was sent to over 1,000 subscribers.
Number of Respondents	152
Key Findings Relating to Transport	<ul style="list-style-type: none"> • There was a mixed response to the Bears Way cycleway, with some supportive comments on safe provision for families to criticism of the design and comments that traffic is slowed due to stopping buses. • Support for 20 Mph speed restrictions • Support for measures around schools • Support for the need to cater for the aging population and the disabled • Support for improving active journeys to rail and bus facilities • Consultation for future phases of significant works/changes to existing uses is essential
Further Information	http://www.eastdunbarton.gov.uk/activetravelstrategy

Strategy / Project Consulted on	Culture, Leisure and Sport Strategy for East Dunbartonshire – Pre-Draft Consultation
When did it take place?	Autumn 2015
Consultation Process	Survey Public Workshop

Publicity Carried Out	Council's website and publicised via press and other avenues
Number of Respondents	702 responses
Key Findings Relating to Transport	<ul style="list-style-type: none"> • Access to all activities via public transport. Also desire for safe cycle and walking routes. • Improve the quality of facilities. Many responses sought upgrading the Allander sports Centre and pitches in Milngavie, as well as walking and cycling routes. <p>Roads and cycle paths were the fourth highest facilities in usage according to the survey, the Forth and Clyde Canal was fifth, presumably for walking and cycling.</p> <p>Make it easier to get to, by walking, cycling or public transport was a popular option with most respondents agreeing that it is a good way for providers to maximize their existing assets.</p> <p>Just over one quarter of respondents said their behaviour would not change, however of those who said they may travel more sustainably; the most common reason would be if better information on:</p> <ul style="list-style-type: none"> • Better walking routes and groups –with heritage trails with information boards. • More quality cycle paths and traffic free routes. Create a mountain bike park <p>Further responses tended to expand upon the above by adding that very limited public transport is available across East Dunbartonshire and that cycling would be more popular if lanes were physically segregated from roads or more dedicated cycle paths were provided.</p> <p>Outdoor Assets- Walkways Signage is Poor, Lack of Safe Walking/ Cycling Routes in Rural areas, Potential of Campsites/ Antonine Wall Not Fulfilled, Golf Courses not Used to Full Potential (Cost/ Perception issues)</p> <p>How could we encourage people to access facilities and activities by more sustainable and active forms of transport?</p> <ul style="list-style-type: none"> • Linking settlements with better footpaths and cycleways • Increase awareness of footpaths and cycleways • Provide info on transport/ active travel options to Culture Leisure & Sport facilities • Simplified signposting • More/ Better Cycle Storage at Public Facilities

- 'Boris Bikes' located at key Culture Leisure & Sport location hubs
- Use of Ring 'N' Ride bus – no bus to Leisuredrome
- Educate canal towpath users to share space
- Promote East Dunbartonshire as an 'excellent' and accessible destination for people in Glasgow
- Make facilities better and they will promote themselves. Build something like the Helix.
- Utilise local knowledge to improve history offering and improve interpretation at historic attractions such as the Antonine Wall & the canal
- Attract a big provider (i.e. Go Ape) which would have a regional pull – proactive marketing/work with landowners & Forestry Commission
- Promote our cycling and walking routes- 'Best of Both' – flat and easy routes or more challenging
- Public Wifi in our Town Centres and around attractions
- Create new 'view points' like those delivered through the Scenic Routes project
- Make better use of existing branding such as Canal Capital, Fair Trade Towns, Walkers are Welcome
- Hold more big events (e.g. Highland Games)
- Provide more accommodation including camping
- Connected thinking between our assets and providers
- Push our big assets more- i.e. West Highland Way

Through consultation phases of developing the Culture Leisure and Sport Strategy, it is apparent that respondents;

- Think that more could be done to promote walking and cycling routes.
- Most people currently use a car to access culture and sport services.
- One quarter said their behavior would not change regardless
- Making it easier to access culture and sport services by walking, cycling or public transport would allow providers to maximize their assets
- Better information on walking and cycling routes would be the most effective way to change travel behaviour to more sustainable modes

The Culture Leisure and Sport Strategy consultation showed:

- Support for better walking and cycling routes
- Support for improved information and signage on walking and cycling traffic free routes

Strategy / Project Consulted on	Culture, Leisure and Sport Strategy for East Dunbartonshire –Draft Strategy
When did it take place?	Autumn 2015
Consultation Process	Survey Partnership Steering Group
Publicity Carried Out	Press releases and advertisements published in all local press <ul style="list-style-type: none"> • Local Development Plan newsletter sent to over 1000 registered recipients. • Advertisement of the drop-in sessions on the Council website and via the Council’s Facebook and Twitter sites. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings.
Number of Respondents	35
Key Findings Relating to Transport	Through consultation phases of developing the Culture Leisure and Sport Strategy, it is apparent that respondents; <ul style="list-style-type: none"> • Think that more could be done to promote walking and cycling routes. • Most people currently use a car to access culture and sport services. • One quarter said their behavior would not change regardless. • Making it easier to access culture and sport services by walking or cycling or public transport would allow providers to maximize their assets • Better information on walking and cycling routes would be the most effective way to change travel behavior to more sustainable modes.
Further Information	https://www.eastdunbarton.gov.uk/council/consultations/consultation-archive/draft-culture-leisure-and-sport-strategy

Strategy / Project Consulted on	Economic Development Strategy
When did this take place?	February 2016
Consultation Process	Survey <ul style="list-style-type: none"> • East Dunbartonshire Economic Partnership held a tourism workshop in Lennoxton in February 2016. • Discussions with town centre businesses.
Publicity Carried Out	Press releases and advertisements published in all local press: <ul style="list-style-type: none"> • Local Development Plan newsletter sent to over 1000 registered recipients.

	<ul style="list-style-type: none"> • Advertisement of the drop-in sessions on the Council website and via the Council’s Facebook and Twitter sites. Additionally it was shared on partner social media. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings.
Number of Respondents	<p>Around 40 workshop attendees which included local businesses, elected members, Council officers, Visit Scotland, Community Councils, Chamber of Commerce and Milngavie BID.</p> <p>132 responses to the online survey</p>
Key Findings Relating to Transport	<p>Tourism</p> <ul style="list-style-type: none"> • Respondents felt more could be made of the West Highland Way start in Milngavie – Public toilets, proper tourist information and other facilities; perhaps a hostel would be beneficial. • Respondents felt there could be safer walking and cycling routes in the west end of the authority of the area. • Bishopbriggs residents felt more could be made of the Forth and Clyde Canal. • Some Bishopbriggs residents said they would like to see an off road continuous or circular cycle route in the area. <p>Town Centres</p> <ul style="list-style-type: none"> • Residents from most towns commented on a lack of parking in the town centre being an issue. • Business owners also commented on a lack of car parking in town centres hindering their businesses. • Bearsden businesses were concerned over amount of spaces available. Milngavie business owners were concerned over new parking charges with mixed views on their impacts. Some felt it would discourage people from visiting the town centre and some thought it would free up spaces for shoppers from commuters using the free parking all day. • When asked about improving town centres, parking was the most popular concern. <p>Priorities for Economic Development</p> <ul style="list-style-type: none"> • Respondents felt one of the area’s greatest assets was transport links to Glasgow and Edinburgh. • Respondents felt one of the area’s greatest challenges was transport links across East Dunbartonshire. • Respondents felt the biggest priorities should be town and village centre footfall. <p>Under-utilized assets</p> <ul style="list-style-type: none"> • Respondents felt events, tourist assets and the Forth and Clyde Canal were under-utilized. • Enhance infrastructure next to assets e.g. cycling facilities, showers, public toilets, signage etc. • Seasonal public transport options such as to Campsie Glen.

	<ul style="list-style-type: none"> • Making the most of natural assets/attractions and providing infrastructure to support their use, particularly for public transport and active travel • Parking in town centres • Improving town centres to increase footfall (this relates to transport aspects of public realm, walking and cycling environment and infrastructure) <p>The Economic Development Strategy consultation showed:</p> <ul style="list-style-type: none"> • Concerns over parking levels and there is an appetite for increasing parking provision • More should be made of existing assets like the start of the West Highland Way • Enhanced infrastructure next to assets e.g. cycling facilities, showers, public toilets, signage will attract visitors to East Dunbartonshire
Further Information	https://www.eastdunbarton.gov.uk/emerging-economic-development-strategy-2017

Strategy / Project Consulted on	Lennoxton Place Plan
When did this take place?	March 2016
Consultation Process	A charrette held by a team of external consultants. The projects in the draft plan are based on the projects suggested in the charrette report.
Publicity Carried Out	<ul style="list-style-type: none"> • A webpage and press release publicising the event • On-going social media programme • Leaflets and posters • Community Asset Mapping workshop • The consultants, DPT, carried out preparatory studies in Lennoxton and the Council Town Centre Officer spoke to town centre businesses.
Number of Respondents	Around 100 in the pre charrette process, and 200 during the charrette including 70 school children
Key Findings Relating to Transport	<ul style="list-style-type: none"> • Cars speeding on Main Street make it unsafe and difficult to cross the road • Public transport is infrequent, is not provided early or late enough in the day, and there is a need for a route going to Bishopbriggs which is currently not provided • Parking is uncoordinated. Car parks are available but are not being utilised.

	<ul style="list-style-type: none"> • There is no safe crossing point at the most popular place for crossing between the cooperative and the hardware shop on the Main Street. • Speeding is common at the east side of Main street during peak times, which is where a lot of school children cross. • There is a lack of active travel links and no attractive link from the popular walking route along the Strathkelvin Railway path to the town centre.
Further Information	https://www.eastdunbarton.gov.uk/Lennoxtowncharrette

Strategy / Project Consulted on	Auchinairn Place Plan
When did this take place?	Spring 2017
Consultation Process	A number of events took place including the Place Standard Tool with focus groups and online surveys
Publicity Carried Out	<ul style="list-style-type: none"> • A webpage and press release publicising the event • On-going social media programme • Leaflets and posters • Community Asset Mapping workshop
Number of Respondents	355 people took part in the consultation events/online surveys
Key Findings Relating to Transport	<ul style="list-style-type: none"> • The main transport responses from this event included access issues travelling to Glasgow and Bishopbriggs • The vast majority of respondents were concerned that the bus service to Glasgow were extremely unreliable, often being late and not showing up at all in some cases. • Respondents pointed out that there was no bus service to Bishopbriggs which made it difficult to access key services such as shops. • Parking problems were highlighted with narrow residential streets being mentioned as problem areas, where inconsiderate parking results in congested streets.
Further information	https://www.eastdunbarton.gov.uk/council/consultations/how-good-auchinairn-consultation

Strategy / Project Consulted on	Hillhead Place Plan
When did this take place?	Spring 2017
Consultation Process	A number of events took place including the Place Standard Tool with focus groups and online surveys
Publicity Carried Out	<ul style="list-style-type: none"> • A webpage and press release publicising the event • On-going social media programme • Leaflets and posters • Community Asset Mapping workshop
Number of Respondents	450-500 people took part in the consultation events/online surveys
Key Findings Relating to Transport	<ul style="list-style-type: none"> • The main transport response from this event highlighted parking as a particular problem for this area. • Parking was especially highlighted as a problem around schools and was causing safety issues for children and parents at the start and end of the school day.
Further information	https://www.eastdunbarton.gov.uk/council/consultations/how-good-are-hillhead-and-harestanes-consultation

Strategy / Project Consulted on	Town Centre Strategies – Bearsden, Bishopbriggs and Milngavie
When did this take place?	Winter 2016
Consultation Process	Initial consultation was focused on engaging with town centre users, local businesses and local community groups, but was also open to the wider public and anyone with an interest in their town centre. Our aim was to reach people of all ages, abilities and backgrounds, and to use as many consultation techniques as possible.
Publicity Carried Out	<ul style="list-style-type: none"> • Pop Up Stalls - Members of the Land Planning Policy team were available at key locations within each town to publicise the strategies, generate ‘on-the spot’ opinions and answer any questions from members of the public. • Local Press - Details of the survey and workshops were publicised on a number of occasions in the Kirkintilloch Herald and the Bearsden & Milngavie Herald. • Social Media - The Land Planning Policy team worked with the Council’s Corporate Communications team to publicise the various engagement activities via social media including Twitter and Facebook. • Direct Emailing - Key stakeholders were contacted directly with details of the strategies and related engagement activities. • Visiting businesses directly - Officers visited each town centre during the consultation period and spoke directly with representatives of local businesses. We also used this opportunity to publicise the workshops and survey.

	<ul style="list-style-type: none"> • Newsletter - Throughout the engagement period, the team provided details of the consultation activities via our regular 'newsletter'. This newsletter is distributed via email and is sent to a wide range of stakeholders including local residents, key agencies, developers and consultancies. • Employee News - Recognising that many East Dunbartonshire Council employees either live within the area or have an interest in our town centres, the team arranged for details of the engagement activities to be publicised via the Council's regular 'Employee News' email. • Posters - Officers visited each town and placed a number of promotional posters in key locations such as leisure centres, libraries and local supermarkets where possible. These posters contained details of the survey and workshops. • Community Councils - The Land Planning Policy team contacted each Community Council within East Dunbartonshire to explain the strategies and encourage as many interested parties as possible to attend the workshops.
Number of Respondents	<p>Online Survey – 687 Workshop Participants - 53</p>
Key Findings Relating to Transport	<p><u>BEARSDEN</u></p> <p>Place Standard Scoring: The scoring for public transport resulted in quite an even spread, with an average score of 3.59. Many responses remarked on benefits of the train service, although it was generally felt that bus services could be improved. There was also a perceived lack of public transport through Roman Road, and local connections were felt to be inadequate.</p> <p>Scoring for traffic and parking was clearly negative, with an average score of 3.14. Most negative comments remarked on the impact of such a busy road on Bearsden town centre and congestion at peak times. There was positive feedback on the new parking arrangements, however it was suggested that more machines are needed and that there are a lack of time limited spaces. The layout and surfacing of Glebe Car Park in particular was a clear issue for many people.</p> <p>Strengths: Good accessibility to other places and destinations, particularly Glasgow and Milngavie via a regular train service. The station is close enough to the town centre and that can be built upon.</p> <p>Weaknesses: Lack of parking, air pollution and car culture</p>

Key Priorities:

- Traffic flow to be better managed
- Junction at New Kirk Road to Drymen Road
- Better use of North Church
- Glebe car park to be upgraded
- Landscape the Manse Burn
- Upgrade pavements and surfaces
- Better range of social spaces
- Improve mobility and accessibility

Suggestions:

- Reduce traffic speeds passing through Drymen Road and ensure adequate parking arrangements to boost local trade.
- Safer junctions e.g. Manse Road & Drymen Road
- Clamp down on selfish and inappropriate parking.
- Redesign and more formalised car park at Glebe Park.
- Provision of a circular bus route around Bearsden and Milngavie.
- Safer crossing point as an alternative to Bearsden Cross.
- Support for pedestrianisation of town centre.
- Continuation of segregated cycle way.

BISHOPBRIGGS**Place Standard Scoring:**

Scoring was generally positive for public transport, with an average score of 4.41. Bus services were noted as being frequent and reliable; however the lack of evening services was raised as an issue. They could be improved by real time tracking. The phasing of traffic lights was seen as a negative. The train service was raised as a major positive, although concerns were raised in terms of access to and from public transport nodes.

Traffic and parking was an obvious negative issue within Bishopbriggs, with an average score of 2.96. The main concerns centred on a lack of parking, especially long stay, and over reliance on Morrison's. This has led to congestion on surrounding streets. Other key concerns related to the fast moving traffic through the centre, and subsequent air quality and noise

issues, particularly at peak times e.g. school run. Other comments noted problems associated with pavement parking and speeding traffic.

Strengths:

The railway station is a valuable asset. Excellent links to Glasgow and Edinburgh via regular train service. Also good bus services to Glasgow and nearby towns including Kirkintilloch.

Good access to local walking and cycling routes. Plenty of open space, such as Bishopbriggs park and Springfield Road. However needs more work on pedestrian and cycle safety.

Weaknesses:

- Lack of long-stay parking
- Fast moving traffic
- Poor air quality

Key Priorities:

- Management of through traffic (calming/physical layout)

Suggestions:

- Enforce parking restrictions, especially parking on double yellow lines and bus stops.
- Install shared cycle/pedestrian lanes such as those in Milngavie.
- Redesign or move the taxi rank so this space can be used more effectively.
- Ensure the train station has proper parking and drop off facilities. Possibly move station to Westerhill and create a park and ride facility.
- There is no safe route to cycle to the town centre from the north of Bishopbriggs.
- Improve traffic flow through town centre. Traffic light phasing obstructs traffic and has been a major problem.
- Improve active travel movement from one end of Bishopbriggs to the other, including access to train station.
- Introduce a 20mph zone for town centre, widen footways and reduce carriage width.
- Rationalise junction at right hand turn into Morrison's.
- Provide signage asking drivers to turn off vehicles at traffic signals.
- Large increase of safe, sheltered cycle parking at station in safe, well-lit location so cyclists can lock bicycles and use public transport.

- Traffic calming along Springfield Road.
- Create a walking /cycling route through the park bounded by Muir St/Springfield Rd and Callieburn Road.
- Create a pleasant green walking and cycling route linking all schools to railway station through town centre.

MILNGAVIE

Place Standard Scoring:

Scoring for public transport was broadly positive, with an average score of 4.12. Positive comments focused on the good availability of train and bus services, although it was suggested that additional services to Anniesland, Kirkintilloch and the Queen Elizabeth II Hospital are needed. Others suggested a Dial-a-Bus for elderly people every 15 minutes. Other comments suggested that a rail halt at Allander would be beneficial.

Scoring for traffic and parking was broadly positive, with an average score of 4.16. There was general support for the new public car park arrangements, although concerns were raised about overspill onto surrounding residential streets. Negative comments were largely centred around the lack of long stay parking, which it was suggested has reduced train patronage and limits access to amenities such as the town hall.

Strengths:

New parking arrangements working well as you can now pop in for a short period. Good access to Glasgow via train. Good access by bus to Mugdock and surrounding areas

Weaknesses:

- Lack of cycling infrastructure
- Woodburn Way severs town centre from station/Tesco

Key Priorities:

- Local bus to station from neighbourhoods
- Cycling enforcement for safety of older and young people.

Suggestions:

	<ul style="list-style-type: none"> • Improve traffic light sequencing across Woodburn Way • Park and ride facilities to encourage use of public transport • Regular shuttle bus around Milngavie to key destinations • Completion of Bears Way to centre
Further Information	<p>https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/town-centre-strategies</p> <p>Further consultation was carried out on Draft Town Centre Strategies for the 3 town centres in early 2018. The findings of these consultations will be included in Stage 2 of this consultation report.</p>

Strategy / Project Consulted on	East Dunbartonshire Green Network Strategy
Consultation Process	August/September 2016
Publicity Carried Out	<ul style="list-style-type: none"> • Press releases and advertisements published in all local press • Local Development Plan newsletter sent to over 1000 registered recipients. • Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites. • Email notification of consultation sent to all EDC employees. • Advertisement of consultation in Council buildings.
Number of Respondents	12
Key Findings Relating to Transport	<ul style="list-style-type: none"> • Number of implications for active travel/access as main plans focussed on improving green network access for human beings as well as biodiversity. • Potential for conflict between improving access for humans and maintaining habitats for biodiversity • Improved routes focussed on 3 main focus areas of Mugdock, the Campsies and the Glazert Valley • Opportunity to link with projects in Active Travel Strategy such as ED Loop. • Consistent with objectives in ATS. • Unlikely to have any major negative impact on transport network • Likely to have added benefits of increased active travel opportunities as green network assets opened up

Further Information	https://www.eastdunbarton.gov.uk/webform/draft-green-network-strategy-consultation-form

Direct transport links to Glasgow and Edinburgh

Support for sustainable transport provision to mitigate the effects of development on traffic

Good access to local walking and cycling routes and open space in Bishopbriggs

New parking arrangements working well in Milngavie

Good access to Mugdock from Milngavie

6 rail stations in key locations within town centres

Strengths

Opportunities

Support for rail stations at Allander, Westerhill and Woodilee.

Maximise parking in town centres and around our rail stations and provide Park and Ride adjacent to BRR.

Increase signage in the area to promote Active Travel, with focus on travel to school and work.

Increase Active Travel by providing better footpaths and cycleways, including segregated cycleways

Utilise our tourist assets more such as the Forth and Clyde Canal and the Antonine Wall.

Increase cycle storage at public facilities

Promote East Dunbartonshire as an 'excellent' and accessible destination for people in Glasgow

Residents in Bishopbriggs would like to see an off road or continuous cycle route in the area

Reduced traffic speeds and safer junctions to increase connections within our town centres

Upgrade pavements and surfaces

Support for 20mph restrictions within authority area

Support for increased park and ride facilities

Bishopbriggs Relief Road delays

Insufficient road space for cyclists and excess traffic

Poor transport links across East Dunbartonshire

Public transport is infrequent with issues surrounding reliability and punctuality

Parking issues within town centres and capacity issues around rail stations

Parking is an issue in narrow residential streets in our Places

Inconsiderate and illegal parking around schools causing safety concerns for parents and children

Fast moving traffic and poor air quality in Bishopbriggs

Lack of active travel links in Lennoxton and no attractive link from town centre to Strathkelvin Railway Path

Assets such as Forth and Clyde Canal and Antonine Wall are under-utilised

Weaknesses

Threats

A proportion of respondents say they will not change their travel behaviour even if changes are made to the local transport network.

There is a potential for conflict between improving access for humans and maintaining habitats for biodiversity

The SWOT analysis provides a grouping mechanism for the thoughts and ideas of the residents of East Dunbartonshire. The clear strength that was observed was the excellent links that are in place for direct access to Glasgow and Edinburgh via the 6 existing rail stations and bus links to Glasgow. Another common strength was the location of these rail stations within our town centres. The issue of parking was a common theme with comments about the lack of town centre parking impacting businesses, inconsiderate parking around schools causing safety concerns and parking causing problems in narrow residential streets. A key theme which was expressed was the support for new rail stations with associated park and ride facilities. These are at sites at Westerhill, Woodilee and Allander which are designated in the Local Development Plan. Improved facilities at rail stations including increased car parking provision and cycling parking and associated infrastructure was also a common theme throughout. Improvements in infrastructure and promotion were highlighted as the best way to increase the levels of active travel within the authority area. There was support for better quality paths and cycle routes to increase connections to town centres. Within our town centres there was support for a reduction in speed limits, possibly introducing more 20mph zones to make it safer for cyclists and pedestrians to move about.

It is difficult to express universal views on specific issues as many mixed responses on most topics were received. However, the recurring themes and views described above were expressed consistently.

The Council can demonstrate a robust and extensive consultation and publicity process for strategy development as summarised in this background report. For full reports of consultation and the original documents described, please visit the web links in the tables provided or follow this URL for a list of relevant policies:

<https://www.eastdunbarton.gov.uk/residents/planning/planning-policy>

Consultation Stage 2 – Report of Consultation from Engagement on the Transport Options Report

East Dunbartonshire Council - Local Transport Strategy

Transport Options Report 2018



The image features three circular photographs set against a teal background with faint icons of a bicycle, a person walking, and a person pushing a shopping cart. The first circle shows a yellow Citybus with 'City Centre via University' and 'Citybus' branding at a bus stop. The second circle shows a person cycling on a paved path through a park-like area. The third circle shows several white electric cars parked and charging at a charging station.

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1. Executive Summary

Introduction

The Transport Options Report is the first stage in refreshing the East Dunbartonshire Local Transport Strategy. It set out a number of Transport Planning Objectives which were derived from an evidence base and an associated action plan of options which are intended to work towards achieving the Transport Planning Objectives. A period of consultation was essential at this stage to gather the views of stakeholders on the Transport Planning Objectives and the associated transport options. This consultation opened on **3 December 2018** and closed on **11 February 2019**.

Engagement Awareness Raising

The Council aimed to gather views from as many people and groups as possible in order to help shape the future of transport in East Dunbartonshire. The Council raised awareness of this consultation through the following means:

- An extensive social media programme which had a combined social media reach of over 250,000 people
- A press release describing the consultation and details of how to get involved
- Distributing details of the consultation in the Local Development Plan newsletter which is sent to individuals and organisations
- Producing a leaflet which was widely distributed across East Dunbartonshire
- Making a consultation website which included a bespoke Story Map version of the Transport Options Report
- Creating community booklets which summarised the contents of the Transport Options Report which were specific to different communities across the authority
- Contacting stakeholders directly to raise awareness and participation in the consultation

Engagement Methods

A number of methods were used to gather views throughout this consultation. A summary of the methods including estimates of the number of people who engaged in each are detailed in the table below.

Method	Description	Approximate number of people who engaged
Community Council meetings	Officers attended eight Community Council meetings providing a presentation and question and answer session with members of the public	170
Community drop-in sessions	Eight drop-in sessions were held across the authority area	280
Questionnaire	Online and paper questionnaire seeking views on the consultation	135 online 17 paper
Email responses	Responses from individuals and organisations were accepted by email	81
Schools	A Planning and Transport conference was held with	30

	young people from schools across the authority	
Total		683

Engagement Findings

Travel behaviours

The respondents of the questionnaire were asked a series of questions on their current and potential travel behaviours. The top three main modes of current travel were: driving (45%), cycling (17%) and walking (13%). More frequent or better timed bus and rail services would attract people to travel more by public transport and better segregation from traffic and more traffic free routes would encourage more people to travel by walking and cycling.

Transport priorities

The respondents of the questionnaire were asked to rank a number of transport topics based on how important they were to them. The top three transport priorities based on the respondent's answers were: cleaner air and a higher quality environment, improving public transport and improving road safety.

Transport Planning Objectives

There was a very positive response to the six Transport Planning Objectives from groups and individuals throughout the consultation.

Area Wide

Over 200 individual comments and stakeholder representations were received on the area wide options including general comments on active travel, public transport, roads and parking. A wide variety of comments were received for the area wide options and there were also some key themes for each section including:

- Support for greater active travel infrastructure and maintenance with specific mention for improved walking and cycling access to schools
- The performance, frequency and coverage of public transport
- Access to hospitals
- Road and active travel maintenance
- Vehicle speeds
- Parking charges

Bearsden and Milngavie

Over 600 individual comments and stakeholder representations were received on the Bearsden and Milngavie options. The majority of comments were received on the following topics:

- Bears Way
- Parking at rail stations
- Proposed Allander Rail Station
- Bus performance, frequency and coverage
- Performance of the Milngavie rail line
- A81 Junction Improvements

- Planning
- Concerns regarding parking

Bishopbriggs, Torrance, Balmore and Bardowie

Over 60 individual comments and stakeholder representations were received on the Bishopbriggs, Torrance, Balmore and Bardowie options. The majority of comments were received on the following topics:

- Active travel infrastructure
- Road and footway maintenance

Kirkintilloch, Lenzie, Waterside and Twechar

Over 50 individual comments and stakeholder representations were received on the Kirkintilloch, Lenzie, Waterside and Twechar options. The majority of comments were received on the following topics:

- Active travel infrastructure
- Bus coverage
- Cost of public transport

Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie

Over 50 individual comments and stakeholder representations were received on the Kirkintilloch, Lenzie, Waterside and Twechar options. The majority of comments were received on the following topics:

- Concern for cyclists safety
- Provision of bus services to Bishopbriggs, Stobhill Hospital and Strathkelvin Retail Park

Other comments

A number of comments were also submitted on the following topics:

- Consultation methods
- Planning
- Background reports

Moving Forward

The results of this period of consultation will be help shape the contents of the draft Local Transport Strategy. Following approval of the draft Local Transport Strategy a further period of consultation will be held which will allow stakeholders an opportunity to submit any final comments prior to the production and publication of the final Local Transport Strategy. Progress on the Local Transport Strategy process including the publication of all associated reports can be followed on the Council's web page: <https://www.eastdunbarton.gov.uk/local-transport-strategy>

2. Introduction

This is a Report of Consultation for a period of engagement that was undertaken on the Transport Options Report. The Transport Options Report is the first stage of refreshing the East Dunbartonshire Local Transport Strategy. The Transport Options Report sets out preferred and alternative options for active travel, public transport, roads and parking. These options were set out for the whole authority as well as specific options for community areas included in the Local Development Plan. Having preferred options and alternative options where appropriate allowed a large number of options to be presented to stakeholders.

The purpose of this consultation was to gather views on all of the preferred and alternative options that were presented and also allow an opportunity for different options to be raised prior to the development of a draft Local Transport Strategy.

The consultation period was organised to ensure as many people as possible were engaged, with the aim of receiving as many responses and comments on the options as possible, from varied groups of society. This consultation opened on **3 December 2018** and closed on **11 February 2019**.

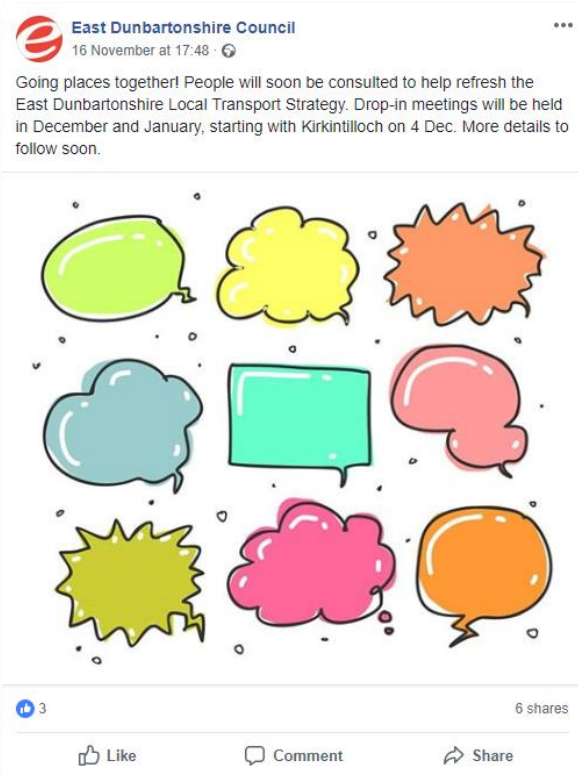
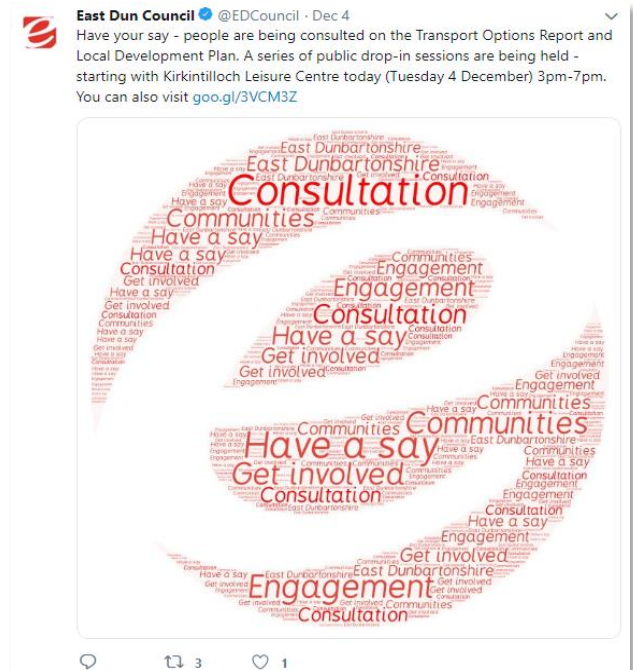
The Transport Options Report also included a set of Transport Planning Objectives. The consultation also aimed to gather views on these objectives with a vision of carrying forward agreed objectives into the Local Transport Strategy.

This report will detail the methods used for raising awareness of the consultation as well as the methods used for the consultation itself. It will also detail the key results of the consultation, detailing the trends and significant results where appropriate.

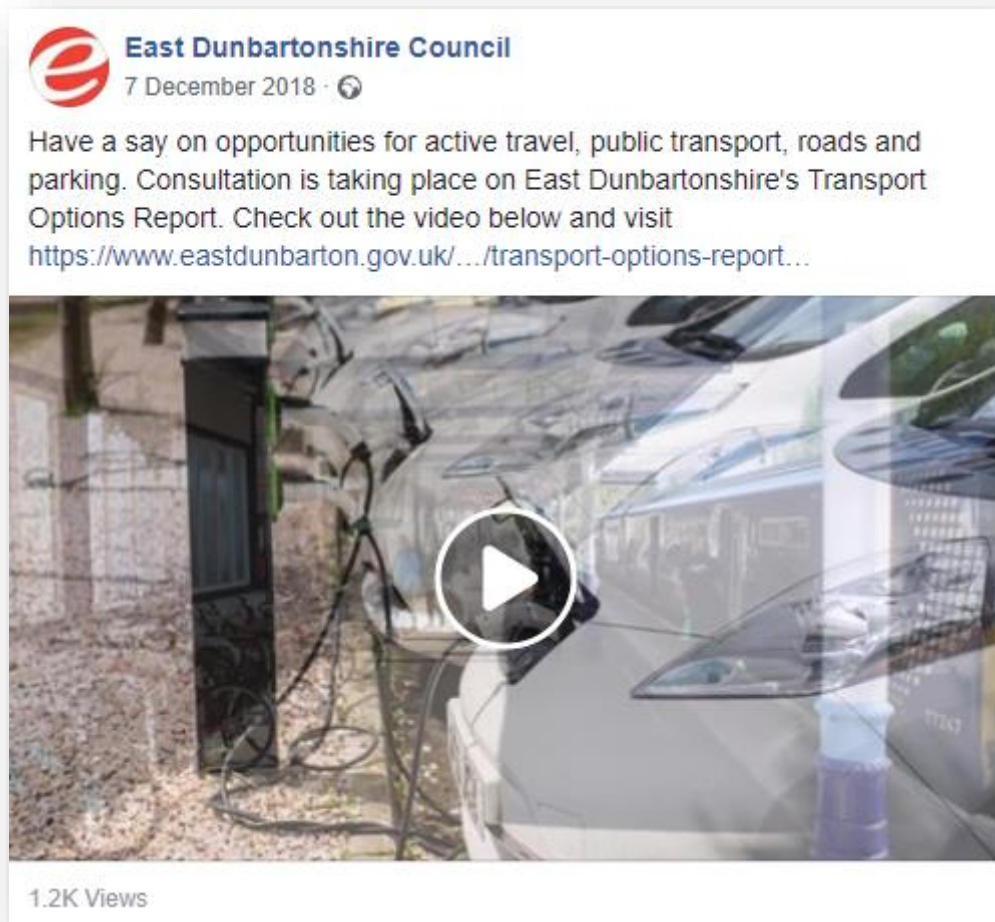
In order to comply with the EU General Data Protection Regulation (GDPR), any personal data including names and addresses are not included in this report. However, the names of organisations and stakeholder groups have been included where appropriate.

3. Engagement Awareness Raising Social Media Programme

The Council carried out an extensive advertising campaign through a social media programme. The Council uses Facebook and Twitter accounts to distribute news and this programme allowed frequent updates to be posted regarding this consultation. The updates included: information on the consultation, links to the consultation web page and reminders and events for the drop-in sessions held across the authority.



The social media posts included a video which was used on both Facebook and Twitter to generate interest in the consultation and raise awareness of the events being held. This video was viewed over 2,500 times across a number of posts.



34 Facebook and Twitter posts



291,100 - Total Twitter reach



66,500 - Total Facebook reach



530 - click throughs to EDC website



148 - likes, shares, comments

Press release

The Council produced a press release on the consultation which was also advertised on the Council website. The Milngavie & Bearsden Herald and the Kirkintilloch Herald both ran stories on the Transport Options Report prior to the consultation period beginning.

Elected Members

Details of the consultation process were sent directly to Elected Members. Many Elected Members passed on details of the consultation to their constituents through a number of methods.

Newsletter

The Land Planning Policy Team's newsletter was distributed in December 2018 which included details of the consultation and the process for refreshing the Local Transport Strategy. A further newsletter was distributed in January 2019 with a reminder of the consultation deadline. This newsletter is distributed via email and is sent to a wide range of stakeholders including local residents, key agencies, developers and consultancies. The newsletter can be accessed at the following link: <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/newsletter>.

Leaflet

The Council produced a large number of leaflets which included details of the consultation including the time and location of the drop-in sessions. This leaflet was widely distributed at consultation events (see section 4 below) and to Community Hubs, libraries, leisure centres, local businesses, community councils and on street distribution in town centres.

Have your say on the Transport Options Report

Now is your chance to get involved!
What do you like about the options?
What would you change?

Online survey available from 3 December!
www.eastdunbarton.gov.uk/transport-options-report

Consultation period
3 December 2018 – 11 February 2019

East Dunbartonshire's Local Transport Strategy is being refreshed and the first stage is the Transport Options Report - which sets out opportunities for active travel, public transport, roads and parking.

The report includes options for the whole of East Dunbartonshire, as well as specific community areas. You can deliver your views in a number of ways including through an online survey and at drop-in sessions:

Where?	When?
Kirkintilloch Leisure Centre	Tuesday 4 December - 3pm-7pm
Leisuredrome, Bishopbriggs	Thursday 6 December - 3pm-7pm
Caldwell Halls, Torrance	Thursday 13 December - 2.30pm-5.30pm
Fraser Centre, Milngavie	Monday 17 December - 3pm-7pm
Lennoxtown Community Hub	Monday 7 January - 3pm-7pm
Lenzie Union Church Hall	Tuesday 8 January - 3pm-6pm
Twechar Healthy Living and Enterprise Centre	Tuesday 15 January - 12pm-3pm
Bearsden Community Hub	Monday 21 January - 3pm-7pm

Visit www.eastdunbarton.gov.uk/transport-options-report from 3 December onwards to view the Transport Options Report and booklets for each community area. The online survey is available on the webpage. Alternatively, copies of the documents are available at Council offices, community hubs and libraries, and comments can be posted to: Land Planning Policy Team, East Dunbartonshire Council, Southbank House, 1 Strathkelvin Place, Kirkintilloch G66 1XQ

For further information e-mail development.plan@eastdunbarton.gov.uk or call the Land Planning Policy Team on **0300 123 4510**

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Website

A consultation web page was created for the Transport Options Report and can be viewed in the Council's consultation archive at:

<https://www.eastdunbarton.gov.uk/council/consultations/consultation-archive/transport-options-report-consultation>. This web page included all of the documents associated with the Transport Options Report. This included the Transport Options Report itself, background reports and studies, Strategic Environmental Assessment of the Report and associated Council documents.

< Transport Options Report Consultation

Have your say on the Transport Options Report

Background

The East Dunbartonshire Local Transport Strategy is being refreshed and the first stage of this process is the Transport Options Report.

The Transport Options Report sets out preferred and alternative options for active travel, public transport, roads and parking. The report sets out options for the whole area and options specific to individual community areas. The Transport Options Report is available to download under the "Documents" section of this webpage.

The Transport Options Report was developed on an extensive evidence base. This evidence included: Route Corridor Studies, national, regional and local policy, transport data and public consultations held previously. Background reports detailing this evidence base are also available to download under the "Documents" section of this webpage.

Now is your chance to get involved. We want to hear your thoughts on the Transport Options Report.

Documents

- A81 Transport Options Appraisal Study.pdf
- Background Report 4 - Policy Review.pdf
- Bearsden and Milngavie Loop Bus Study.pdf
- SEA A81 Route Corridor Study Options.pdf
- SEA Transport Options Assessments.pdf
- SEA Transport Planning Objectives Assessments.pdf
- Transport Options Report.pdf
- Background Report 1 - Evidence and Data Review.pdf
- Background Report 2 - Route Corridor Study Review.pdf
- Background Report 3 - Local Transport Strategy 2013-17 Review.pdf

The web page also included a link to a bespoke Story Map which was created for the Transport Options Report. A Story Map is an application that allows the user to combine text, images and maps into an easy read format. This Story Map included a summary of the Transport Options Report, pictures, and maps. A questionnaire was embedded into the Story Map. The aim of this was to allow users the opportunity to view a summary of the information while completing the questionnaire at the same time. The Story Map was viewed over 1,200 times.

Transport Options Report

Welcome to the Transport Options Report Story Map and Questionnaire!

The Transport Options Report is the first step in refreshing the East Dunbartonshire Local Transport Strategy. The Transport Options Report sets out which options the Council are currently proposing as preferred to be carried forward as actions into the Local Transport Strategy. Where appropriate, alternative options are included.

The process for refreshing the Local Transport Strategy is shown below.

Transport Options Report

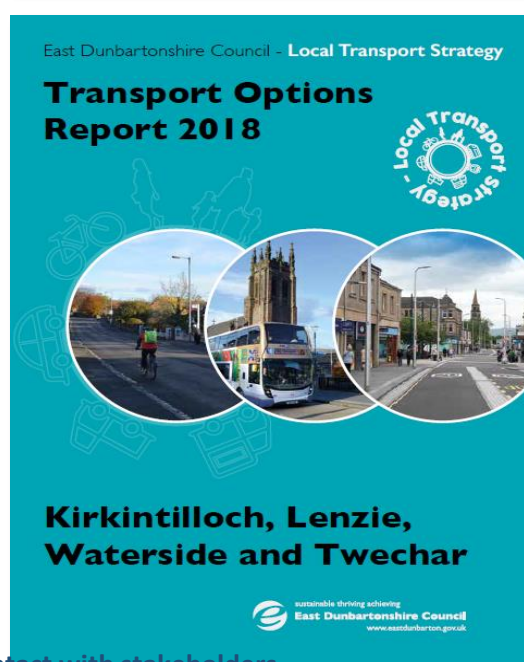
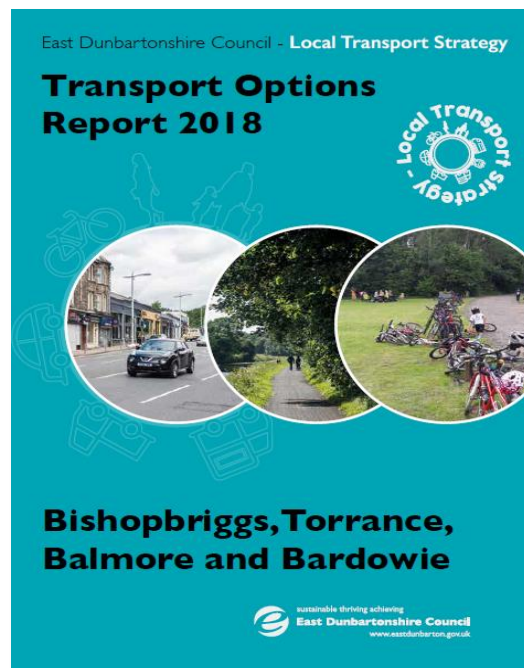
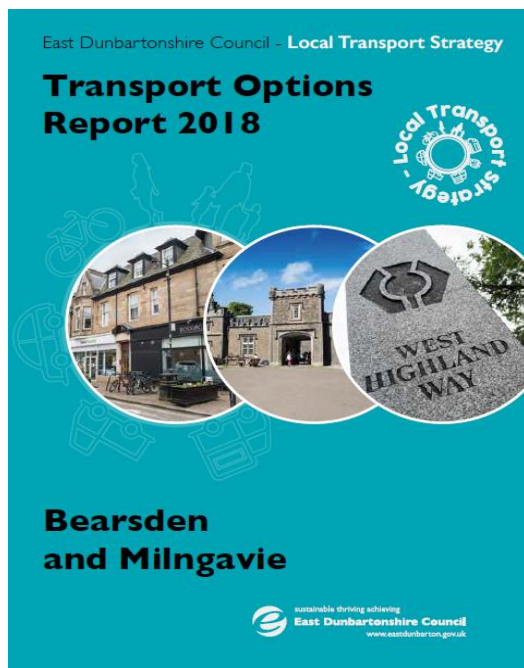
8 week consultation

Community Booklets

Booklets were produced for each community area as identified in the East Dunbartonshire Local Development Plan. The community areas are:

- Bearsden and Milngavie
- Bishopbriggs, Torrance Balmore and Bardowie
- Kirkintilloch, Lenzie, Waterside and Twechar
- Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie.

The community booklets summarised the contents of the Transport Options Report into small readable booklets which focussed on the options for the individual areas. These booklets were distributed at consultation events (see section 4 below) and to Community Hubs, libraries, local businesses and community councils.



Contact with stakeholders

The Council contacted a large number of stakeholders intended to raise awareness of the consultation and to ensure the Council receive comments and responses from them at this stage of the Local Transport Strategy process. In addition to emailing, Council officers met with key agencies Transport Scotland and Strathclyde Partnership for Transport (SPT) to discuss the contents of the Transport Options Report further. Other stakeholders were also offered the opportunity of attending a stakeholder's workshop. From this invite, meetings were held with GoBike Glasgow and a representative of East Dunbartonshire Visually Impaired Peoples Forum.

All Community Councils were contacted by Council officers and were offered a visit from officers responsible for the Local Transport Strategy to provide a presentation and question and answer session. Further details of the Community Council meetings that officers attended are available in section 3 of this report.



4. Engagement Methods

A range of methods were used to engage with communities and stakeholders on the Transport Options Report. This included:

- **Community Council meetings**
- **Community drop-in sessions**
- **Online questionnaire**
- **Email responses**
- **Meeting with key stakeholders**
- **Work with schools**

Further details of these methods are listed below including their purpose, details of what took place and who was engaged.

Community Council meetings

Council officers extended an offer to all Community Councils for an officer to attend one of their meetings to provide a presentation on the Transport Options Report and answer any questions members may have. A large number of Community Councils invited officers along and more details of these meetings are included in the table below.

Community Council meetings attended by officers promoting the Transport Options Report

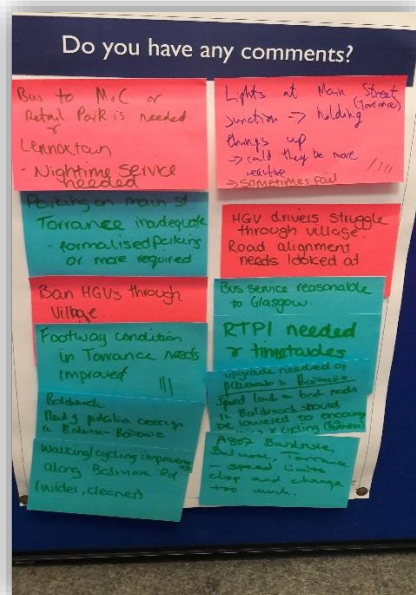
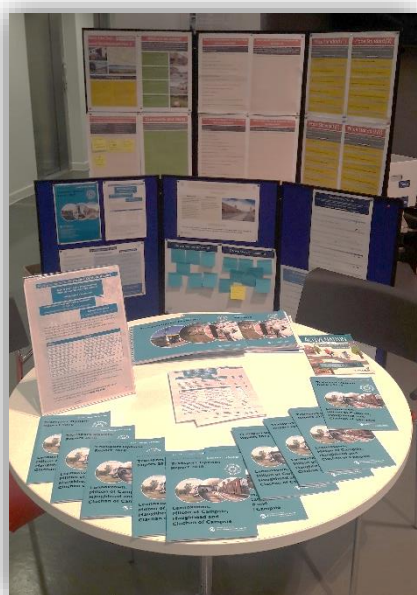
Community Council	Date	Approximate number of people in attendance	Local topics of discussion
Lenzie	21 November 2018	10	Lenzie station project, Lenzie – Bishopbriggs route
Bearsden West	28 November 2018	40	Allander rail station, Milngavie rail line, Car parking at Bearsden Cross
Milngavie	5 December 2018	25	Signage to Mugdock, local residential loop bus, Allander rail station, cycle links around Mains Estate, driving links to Glasgow and Edinburgh, new development, active travel to Clober Primary, cycling in the precinct, older peoples housing, electric vehicle parking, high road speeds.
Torrance	11 December 2018	10	Bus routes through Torrance, active travel

Community Council	Date	Approximate number of people in attendance	Local topics of discussion
			including footway conditions in Torrance, the Local Development Plan.
Bearsden East	9 January 2019	15	Allander rail station, Milngavie rail line, Bears Way, car parking at rail stations, bus stop conditions, street lighting conditions, road sign conditions, the Local Development Plan and green belt
Kirkintilloch (1)	21 January 2019	20	Local bus services, local consultation, gritting priorities at primary schools and surrounding paths.
Kirkintilloch (2)	17 June 2019	30	This meeting was organised by the Community Council to assess key themes for travel in Kirkintilloch
Campsie	11 February 2019	20	Lack of bus provision to Bishopbriggs and health care. Price of bus travel is high, walking and cycling maps are fantastic

The Council organised a number of community drop-in sessions across the authority area. The drop-in sessions were an opportunity for members of the public to come and hear more detail regarding the Local Transport Strategy and the contents of the Transport Options Report. It also provided the Council with an opportunity to raise awareness of the consultation. The drop-in sessions were held in venues expected to have the highest footfall in their respective communities.

This allowed officers an opportunity to distribute advertisement materials to passers-by in addition to speaking to the visitors of the drop-in session. A number of community groups attended these sessions to gather information and to raise some local concerns regarding transport.

Details of where the drop-in sessions were held and estimates of how many engaged at each event are detailed in the Table below.



Where?	When?	Approximate number of people who had discussions with officers
Kirkintilloch Leisure Centre	Tuesday 4 December – 3pm-7pm	20
The Leisuredrome, Bishopbriggs	Thursday 6 December – 3pm-7pm	25
Caldwell Halls, Torrance	Thursday 13 December – 2.30pm-5.30pm	15
Fraser Centre, Milngavie	Monday 17 December – 3pm-7pm	60
Lennoxton Community Hub	Monday 7 January – 3pm-7pm	15
Lenzie Union Church Hall	Tuesday 8 January – 3pm-6pm	5

Where?	When?	Approximate number of people who had discussions with officers
Twechar Healthy Living & Enterprise Centre	Tuesday 15 January – noon-3pm	20
Bearsden Community Hub	Monday 21 January – 3pm-7pm	120
		TOTAL: 280



Questionnaire

Transport Options Report

Welcome	Who are you responding on behalf of?	Individual Response Details	Information about you	Organisation Response Details
Transport Priorities and Objectives	Area Wide Transport Options	Bearsden & Milngavie Transport Options	Bishopbriggs, Torrance, Balmore and Bardowie	
Kirkintilloch, Lenzie, Waterside and Twechar	Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie		General Comments	Complete

Please use this survey to respond to this consultation on the Transport Options Report. The survey has been split in to a number of sections which are listed below. Please complete as many sections as you would like.

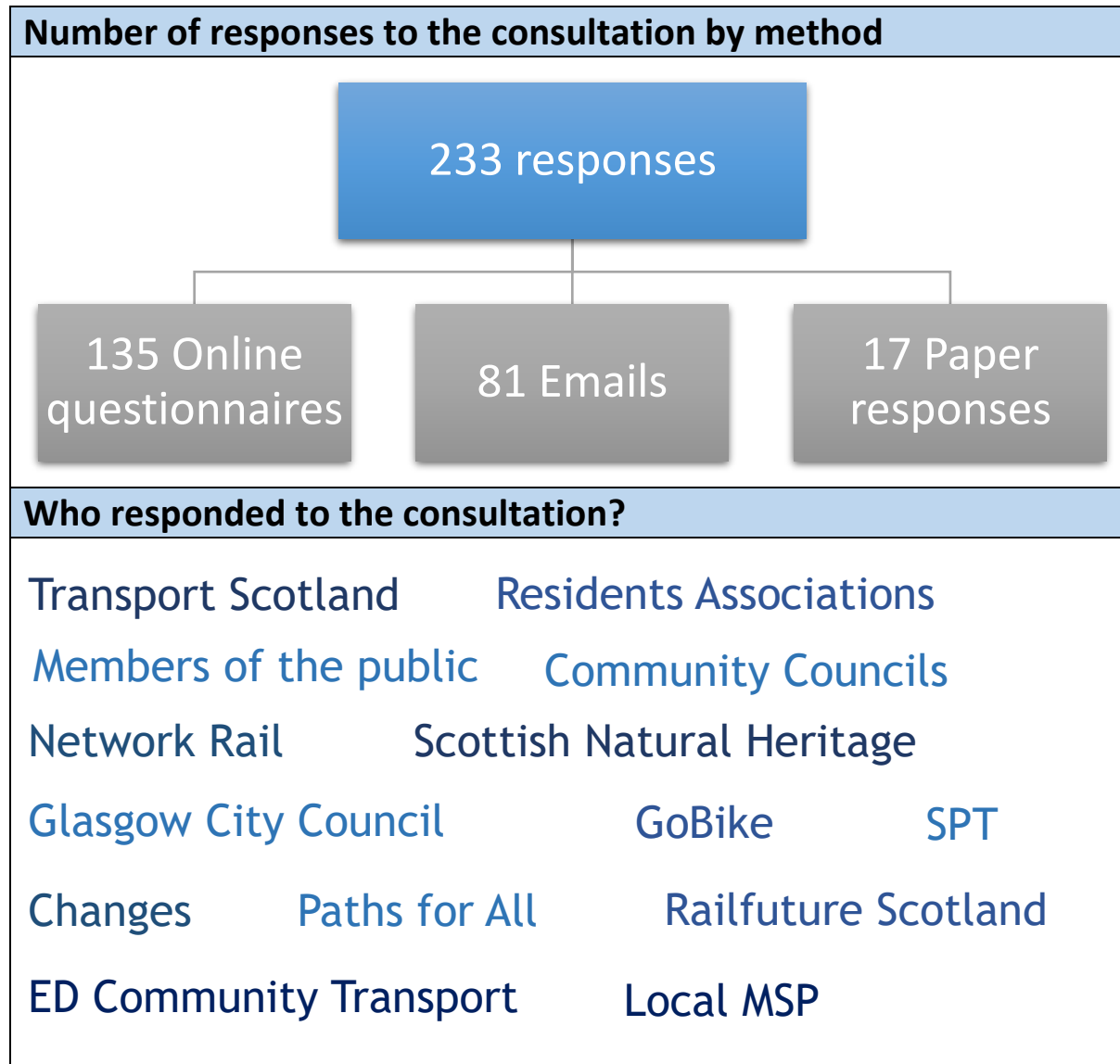
The online questionnaire was built into the Transport Options Report Story Map. The questionnaire was split into sections which allowed residents of each location an opportunity to comment on their own home town. The link to the questionnaire was included on the consultation webpage which was

advertised through the publicity methods detailed in Section 3 of this report. Paper copies of the questionnaire were also available to be picked up from hubs and libraries

Email responses

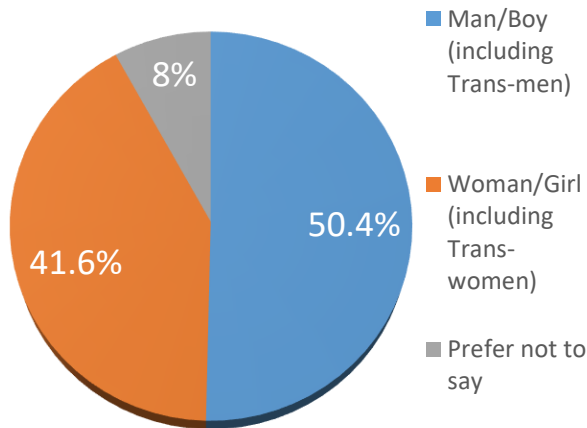
The Council received a number of email responses for the Transport Options Report. These were recorded as formal responses and were taken into account as part of the consultation.

Summary of consultation responses

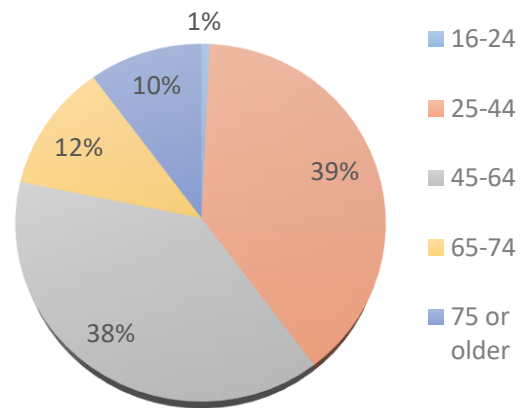


Who responded to the questionnaire?

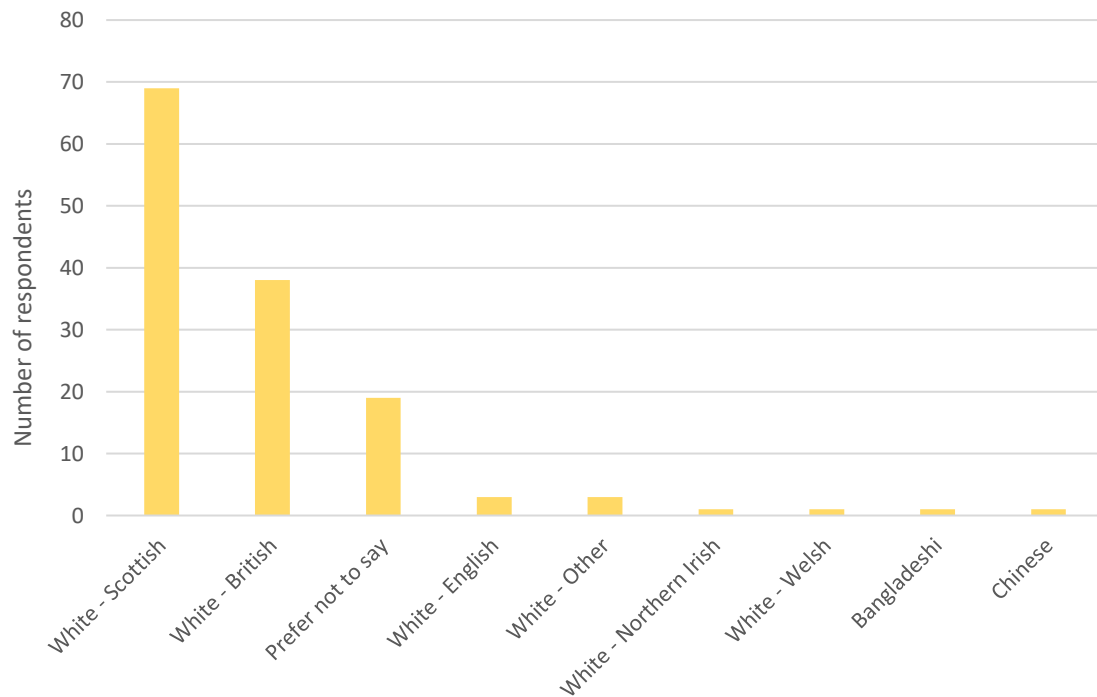
Gender of respondents



Age of respondents



Ethnic background of respondents



Meeting with key stakeholders

As part of this consultation, Council officers engaged and met with several key stakeholders to discuss the Transport Options Report and the future direction of the Local Transport Strategy.



Schools

The Council engaged with local schools by organising an East Dunbartonshire Planning and Transport Conference, held in Turnbull High School on 21 March 2019. This brought together young people from three secondary schools: Turnbull High School, St.Ninian's High School and Douglas Academy. The pupils from S1-S3 took part in a series of group work exercises based on the themes of planning and transport including an opportunity for them to rate the options included in the Transport Options Report as well as take the role of a Transport Planner and develop their own ideas for improving transport in East Dunbartonshire and beyond. It is hoped that following the success of this event, further engagement with the schools will allow the young people to follow the development of the Local Transport Strategy.



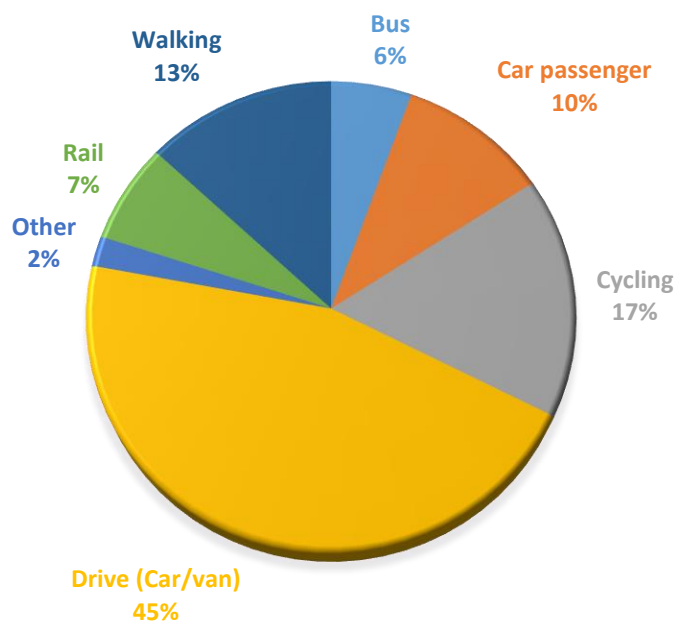
5. Engagement Findings

The following pages provide the findings from the range of consultation methods by topic.

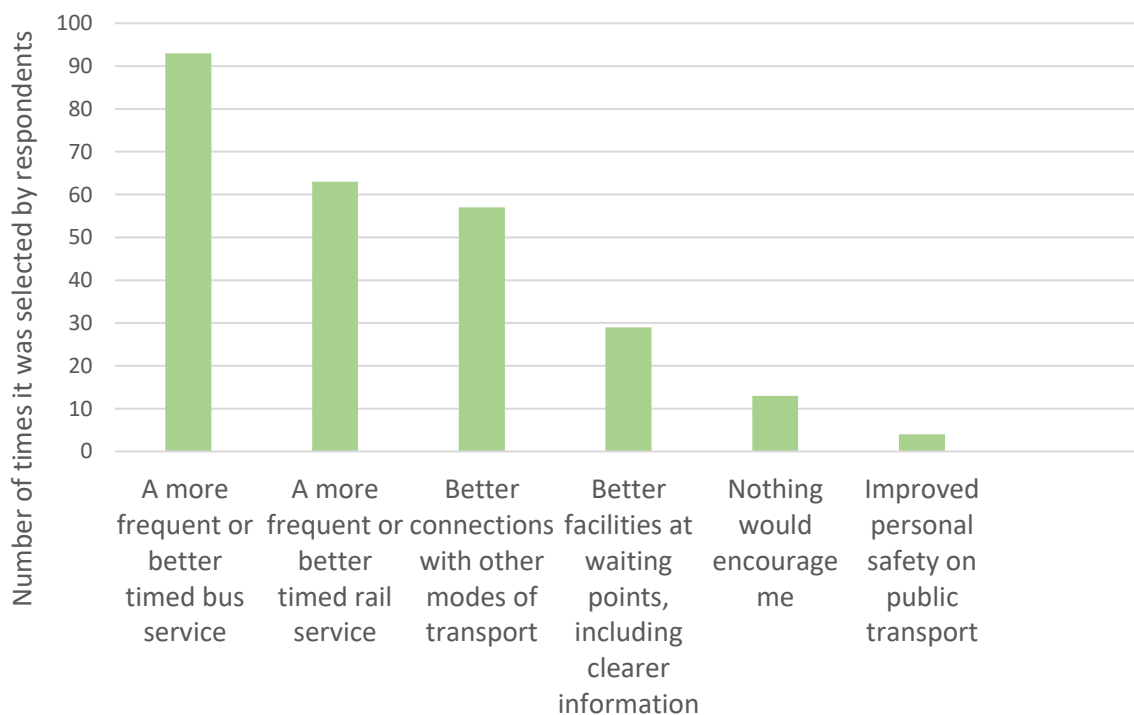
5.1 Travel Behaviours

Topic	Travel behaviours
Elements of the engagement included:	<ul style="list-style-type: none"> Questionnaire questions
Main mode of travel	

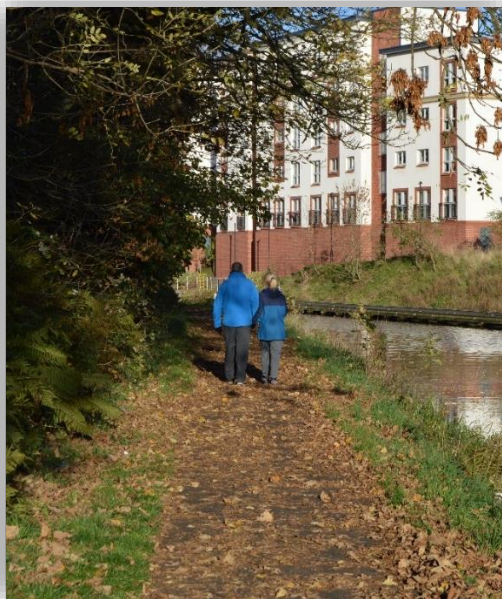
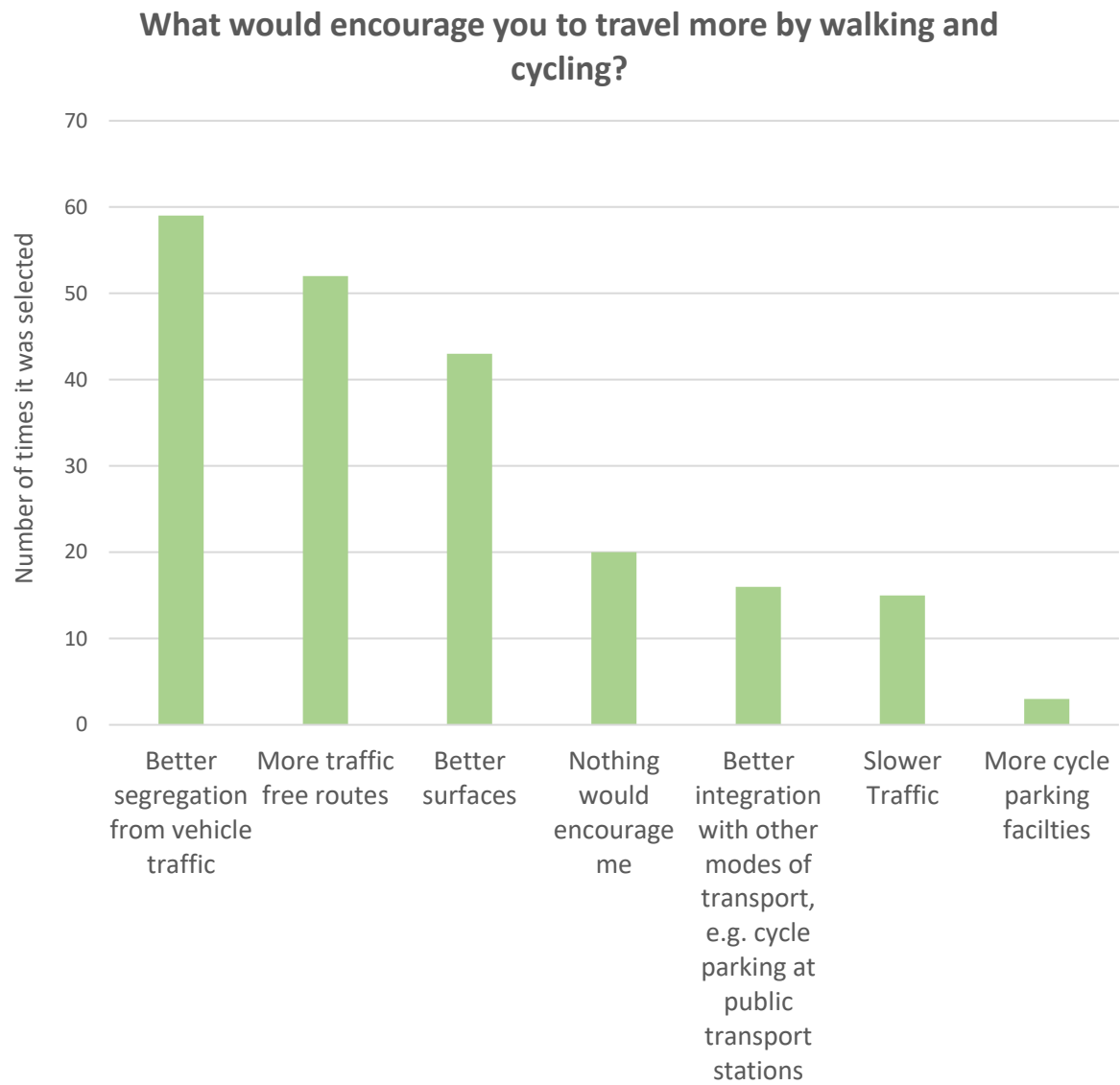
MAIN MODE OF TRAVEL FOR RESPONDENTS



What would encourage you to travel more by public transport?

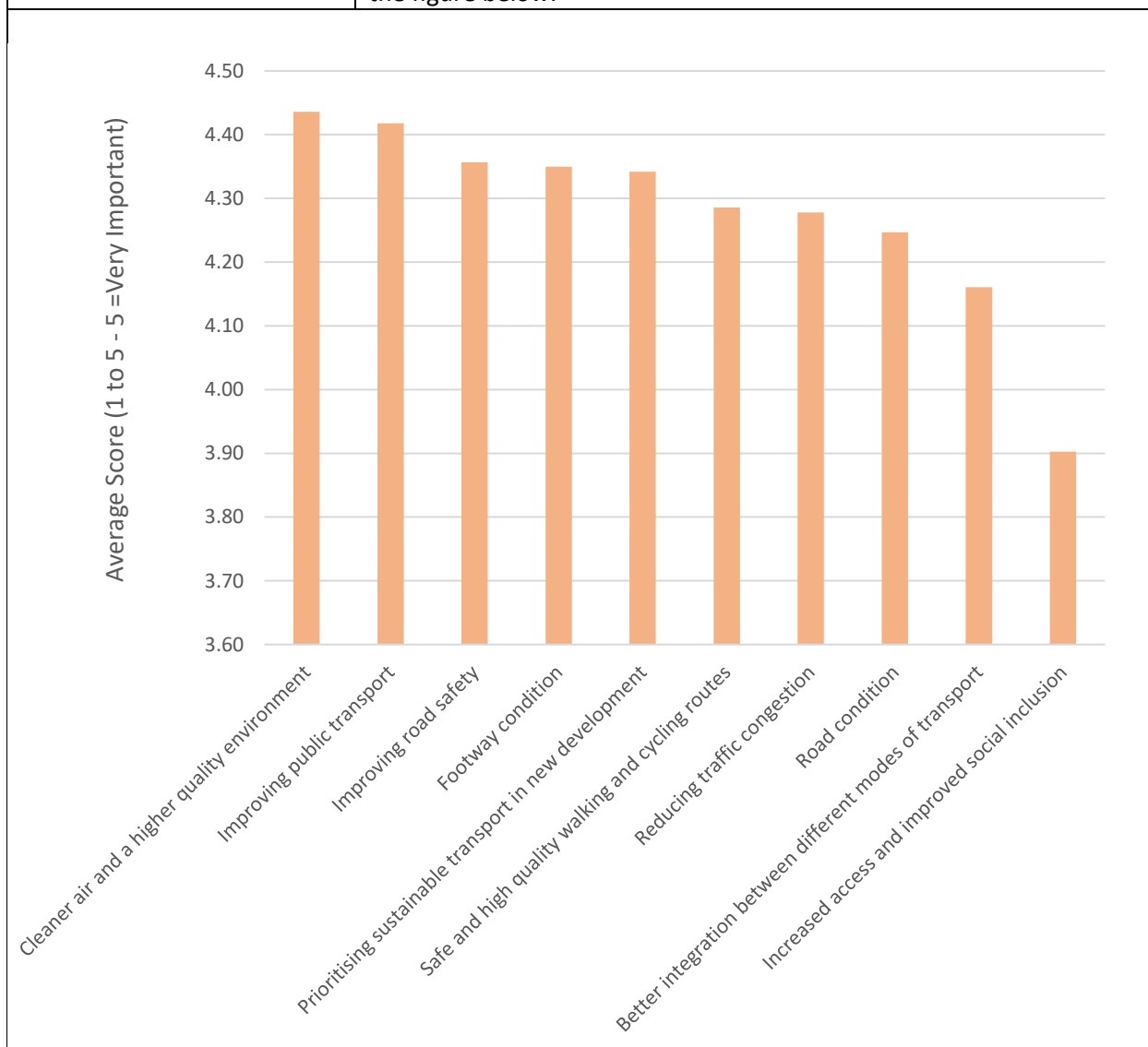


What would encourage you to travel more by walking and cycling?



5.2 Transport Priorities

Topic	Transport priorities
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in sessions
Description	<p>The questionnaire asked respondents to give a score of 1 to 5 on a variety of topics related to transport, with 5 being extremely important.</p> <p>This exercise was also available at the drop-in sessions where attendees were asked to mark on paper what their priorities were for each topic.</p> <p>The average score for each topic from the 174 responses is shown in the figure below.</p>



5.3 Transport Planning Objectives

Topic	Transport Planning Objectives														
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop In posters • Schools 														
Body or person(s) submitting comments on the topic:															
<ul style="list-style-type: none"> • 180 individual responses through the questionnaire and drop-in sessions • Glasgow City Council • Mains Estate Residents Association • Ross Greer MSP • Scottish Natural Heritage 															
Summary of the comments:															
<p style="text-align: center;">Transport Planning Objectives Acceptability</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>Objective</th> <th>Average Score</th> </tr> </thead> <tbody> <tr> <td>1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips</td> <td>4.16</td> </tr> <tr> <td>2. Reducing inequalities by providing high quality access for all</td> <td>4.07</td> </tr> <tr> <td>3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire</td> <td>3.85</td> </tr> <tr> <td>4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities</td> <td>3.87</td> </tr> <tr> <td>5. Improving health by increasing walking and cycling rates</td> <td>4.00</td> </tr> <tr> <td>6. Improve safety on all modes of transport</td> <td>4.25</td> </tr> </tbody> </table>		Objective	Average Score	1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips	4.16	2. Reducing inequalities by providing high quality access for all	4.07	3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire	3.85	4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities	3.87	5. Improving health by increasing walking and cycling rates	4.00	6. Improve safety on all modes of transport	4.25
Objective	Average Score														
1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips	4.16														
2. Reducing inequalities by providing high quality access for all	4.07														
3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire	3.85														
4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities	3.87														
5. Improving health by increasing walking and cycling rates	4.00														
6. Improve safety on all modes of transport	4.25														
<p>Each respondent of the questionnaire (online and postal) was asked to rank each Transport Planning Objective based on how much they agreed with it on a scale of 1 to 5 with 1 being “Strongly Disagree” and 5 being “Strongly Agree”. This exercise was also available at the drop-in sessions where attendees were asked to mark on paper between 1 and 5 for each Transport Planning Objective.</p>															
<p>As the figure above shows, the average rankings for the Objectives varied from 3.85 (TPO 3) to 4.25 (TPO 6). Given the grading went from 1 to 5, this shows a general level of support for the Objectives from the 180 responses received through the questionnaire and at the drop-in sessions.</p>															
<p>There were 2 written comments on the Objectives from members of the public. While agreeing the TPOs were creditable, it was raised that they focused too much on ‘person movement’. In reference to TPO 4, it was raised that sustainable economic growth must not lead to increased vehicle use otherwise it is not sustainable.</p>															

Strathclyde Partnership for Transport (SPT) strongly agreed with all of the Transport Planning Objectives

Ross Greer MSP agreed the Transport Planning Objectives reflected the necessary priorities well.

Scottish Natural Heritage welcomed the emphasis on the objectives that aimed to reduce vehicle mileage and encourage a shift to more sustainable and active modes of travel.

Glasgow City Council acknowledged and supported the 6 Transport Planning Objectives with specific support given to TPO 4 which focuses on connections across boundaries, given there is a significant level of cross boundary commuters travelling to/from East Dunbartonshire and Glasgow.

In relation to TPO3, Mains Estate Residents Association (MERA) indicated that there are occasions where people rely on using a vehicle to get about, e.g. older people require them to remain independent, and families require to use them to get to school/work. MERA noted that the use of electric vehicles is expected to rise and supported investment in more charging points.

In relation to TPO5, MERA noted that whilst it is good to promote being healthy, East Dunbartonshire is one of the healthiest places to live in Scotland. MERA noted that there is an ageing population and it is important for the older generation to remain independent by being able to drive and park close to facilities. MERA also noted that cycling is not the only way to keep fit and stated that cycling on congested roads poses a health risk from exercising in polluted air. MERA suggested the policy should focus on off-road cycle paths rather than on-road.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was raised that there is a need to ensure that facilitating and supporting economic activity specifically recognises the need to accommodate the movement of goods.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Given the general positive response the TPOs received throughout the consultation period, the Council will continue to use these objectives and will be carried forward to the draft Local Transport Strategy.

Area Wide



5.4 Active Travel

Topic	Area Wide – Active Travel
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • Over 30 individual comments from members of the public • Changes – Advocacy Group • Glasgow City Council • GoBike • Lenzie Community Council • Paths for All • Scottish Natural Heritage • SPT 	
Summary of the comments:	
Comments on the Active Travel Strategy	
Action Point	Summary of comments
1.13 - East Dunbartonshire Loop	There was support for this action and general improvements for East-West connectivity from a number of individuals as well as Scottish Natural Heritage (SNH). It was noted that this would provide an attractive route throughout East Dunbartonshire and would encourage uptake in walking and cycling as well as providing economic benefits to communities. SNH noted it should be a high priority and would complement plans for modal shift from the car to reduce emissions
1.14 – Improve access by active travel to green network/open spaces	SNH welcomed this action but also suggested this should be part of wider work to increase active travel links across East Dunbartonshire which looks at all trip generators including town centres and business parks.
2.1 Ensure all primary and secondary schools provide school travel plan or active travel co-ordinator	GoBike commented that the Active Travel Coordinator should be leading on organising walking and cycling groups to school.
2.6 - Minimal car access to all new build schools	There was a comment indicating that it would be preferable to encourage more people to travel actively by providing attractive alternatives rather than force people out of their cars. SNH suggested there should also be better cycle storage and links to these buildings to reduce car travel.
2.7 - Provision of funded personnel to deliver school travel plans and implementation of actions	There was a comment suggesting that this was not the best use of funds and it would be better to have active travel built into the ethos and culture of schools through identified champions. It was also noted that their needs to be reliable and safe alternatives to translate into wider behaviour change to active travel.
General comments on Area Wide Active Travel	
Support:	

The majority of the comments related to active travel in this section were supportive of initiatives that increase opportunities for walking and cycling. Several comments urged the Council to prioritise active travel due to current travel patterns in East Dunbartonshire not being sustainable and damaging to people's health. SNH, GoBike, and Paths for All all expressed support for increasing the levels of active travel in East Dunbartonshire. Paths for All provided details of positive impacts of active travel including; reduced congestion, reduced air pollution, higher quality public realm and better physical, mental and social health.

Infrastructure:

Many of the responses received on this topic commented that in order to improve participation levels of active travel, the provision of infrastructure must be improved. This included a number of comments that suggested that segregated cycle lanes should be provided on main routes to ensure the safety of cyclists.

Schools:

There was several comments highlighting the importance of children being able to walk and cycle to school. It was noted that there needs to be safe provisions in place to allow this to happen. It was noted that increasing the levels of children walking and cycling to school can reduce congestion and pollution on the streets around schools which will make it safer and healthier for the children as well as having a more aware next generation. It was also noted that schools should be located close to centres of population and well maintained active travel routes.

Maintenance:

Some issues with the maintenance of walking and cycling routes were raised. This included cycling on roads with potholes, poor quality patches and uneven pavements and walking surfaces. Poor surfaces and bins/street furniture was also raised as an issue for accessibility by the Changes advocacy group.

Negative:

Some comments were not supportive of the prominence, in their opinion, active travel had received in the report. It was noted that cyclists cause vehicles to be delayed and this increases pollution. Other responses suggested the inclusion of the active travel actions was "tokenism". The comments noted that the vast majority of households in the area would not shift away from the car and that planning must be based on reality rather than tokenism.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was suggested by SPT and by a number of comments from individuals in other parts of this report, that in addition to the Active Travel Strategy actions/projects being taken into the LTS, the maintenance of active travel facilities should be included as an on-going action in the LTS.

It was also suggested by SPT, that it may be useful to include, as an area-wide option, the potential need to examine the issues and implementation of pavement parking policies.

It was requested by some respondents that walking and cycling should be referred to separately and should not be conflated by the active travel tag.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

In response to the request for the Local Transport Strategy to include further actions for active travel routes maintenance, the Active Travel Strategy 2015-2020 sets out an action (1.21 – Maintenance) which focuses on ensuring a high standard of maintenance of off road active travel routes is provided. This action will be carried forward to the draft Local Transport Strategy.

The Council also maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

5.5 Public Transport

Topic		Area Wide – Public Transport	
Elements of the engagement included:		<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • Over 50 individual comments from members of the public • Changes – Advocacy Group • Glasgow City Council • GoBike • Lenzie Community Council • Mains Estate Residents Association • Milngavie Community Council • Ross Greer MSP • SPT 			
Summary of the comments:			
Comments on Transport Options 1-5 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
1. Continue to deliver bus stop and shelter improvements across East Dunbartonshire in partnership with SPT	This option was generally welcomed. It was noted that some stops for travel towards the city remain very exposed to the weather. Mains Estate Residents Association and Ross Greer MSP expressed support for the option, with Ross Greer MSP stating this issue has been raised by his constituents.	Some responses suggested this option was irrelevant as people in this area do not use the bus, but instead money should be allocated to rail improvements. Milngavie Community Council indicated this option should be a low priority.	
2. Deployment of Real Time Passenger Information (RTPI) systems across East Dunbartonshire	<p>There was general support for this option. Several individual responses indicated that the provision of RTPI is essential for making bus travel more convenient and reliable. Mains Estate Residents Association and Ross Greer MSP expressed support for this option. Milngavie Community Council also supported this option but noted it was of lower priority than other options. It was questioned if this technology could monitor performance of bus services.</p> <p>Glasgow City Council welcomed the improvements that EDC has delivered in partnership with SPT in particular the roll out of RTPI and the proposal for bus hubs in Bishopbriggs / Auchinairn / Kirkintilloch / Lenzie.</p>	It was again noted that this option was irrelevant as people in this area do not use the bus. A concern was raised with the cost effectiveness of this option given the rise in mobile apps.	

<p>3. City Deal Bus Infrastructure Fund</p>	<p>This option was described as important as East Dunbartonshire should try and benefit more from City Deal. One comment in support noted that increased traffic was having a negative effect on health. Mains Estate Residents Association and Milngavie Community Council supported this option.</p>	<p>Similar to options 1 and 2, a couple of concerns were raised about the relevance of this option given the low use of bus in the area. It was raised that more attention needs to be given to accessibility.</p>
<p>4. Support greater synchronisation of bus and rail timetables at rail stations</p>	<p>This option received general support from members of the public. It was noted that this was desperately needed. It was suggested that in addition to this option there should be joint tickets for bus/train. One comment suggested that it appeared to be a good idea but there are issues with the levels of congestion facing the buses coming from Glasgow which could affect their punctuality. Mains Estate Residents Association and Milngavie Community Council supported this option with MCC suggesting an integrated timetable would have the potential to reduce car use and parking provision.</p> <p>SPT commented that they recognise challenges of integrating timetables in this way but would continue to work with the Council and operators to support this option. It was suggested by SPT that the scope of this option could include promotion of existing integrated ticketing options (e.g. Zone Card) to improve multi-modal integration.</p>	<p>One comment again questioned the relevance of this option given the low use of bus in the area.</p> <p>One comment indicated they did not like this option as it is vague and it suggested a joining up of journeys.</p>
<p>5. Edinburgh Glasgow Improvement Programme (EGIP)</p>	<p>This option received some comments of support with it being suggested that EGIP has a great potential for achieving modal shift and would be the best option for mass public transport expansion. Mains Estate Residents Association supported this option</p> <p>Glasgow City Council suggested the Council could investigate further with Transport Scotland / SPT / North Lanarkshire Council the future delivery of the Croy turnback that was</p>	<p>One comment suggested this option should be wider and support rail improvement programmes for the future, as it was noted that EGIP is almost complete.</p>

	formerly included in the EGIP project but taken out due to the project cost overruns.	
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General comments on Area Wide Public Transport

Performance, frequency and coverage:

Issues were raised about the performance, frequency and coverage of public transport in East Dunbartonshire. It was indicated that current public transport is not reliable enough meaning that people opt for car travel instead. Support was expressed for a good reliable bus and rail service that follows their scheduled timetables. The frequency of public transport was criticised and it was noted that it currently isn't a realistic option for families travelling to/from school/work. It was raised that cross authority coverage by public transport is poor.

Price of travel:

Concerns were raised with the cost of public transport, with specific concerns raised about the cost of bus travel. It was indicated that reducing the cost of bus travel would be beneficial for lower paid workers.

Parking at rail stations:

It was expressed that more parking at rail stations was required, for use by commuters.

Other: A number of comments were received on a variety of topics:

Community transport was highlighted by East Dunbartonshire Community Transport as an important part of the overall transport mix as it would help improve access for all and reduce social isolation.

It was suggested that more school buses could help relieve congestion at school opening and closing time.

There were comments in support for greater investment in public transport from local and national government. There was also support for public transport to be prioritised ahead of delivering improvements to roads.

Poor information regarding public transport was raised as an issue by the Changes advocacy group.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was formally requested that East Dunbartonshire promote a better cross Glasgow rail link with much better co-ordination and modal shift away from car use. It was suggested that south of the Clyde, East Kilbride, Kilmarnock and Barrhead along with intermediate station need to be connected to north Glasgow and stations to Stirling.

GoBike suggested that East Dunbartonshire Council should be working with SPT for a publicly owned bus service, one that actively works to reduce pollution by providing cheap bus travel on the most heavily congested and polluted routes.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

For option 4, the action in the draft Local Transport Strategy will be wider to include integrating ticketing and timetables for public transport. The Council will work with SPT and operators to progress this action.

The Council have been working in partnership with East Dunbartonshire Voluntary Action, East Dunbartonshire Health and Social Care Partnership and SPT to assess the community transport offering in East Dunbartonshire and how it can be improved. This will be carried forward as an action in the draft Local Transport Strategy.

5.6 Roads

Topic		Area Wide – Roads	
Elements of the engagement included:		<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • Over 100 individual comments from members of the public • Glasgow City Council • GoBike • Lenzie Community Council • Mains Estate Residents Association • Milngavie Community Council • Ross Greer MSP 			
Summary of the comments:			
Comments on Transport Options 6-24 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
6. Investigate the feasibility of introducing a car club in East Dunbartonshire	Mains Estate Residents Association and Milngavie Community Council supported this option. Glasgow City Council note the take up for a car club may be limited due to existing high car ownership levels and relatively low density of housing. However, they went on to suggest a scheme may be able to be kick-started by potentially using the cars for partial EDC use during the day.	In general, comments were not supportive of this option. The main reason for this was the lack of belief of justification for such a project, based on the assumption nobody would use it. It was also noted that making car use easier was in conflict to promoting active travel. It was suggested that bus service provision should be increased instead.	
7. Review of procedures and conditions of taxi firm licensing in East Dunbartonshire	It was noted that taxi standards are dropping and require addressing both in fare and quality to offer a better service in the future. Mains Estate Residents Association supported this option.	It was indicated that there is no reference to Uber, or the establishment of formalised taxi ranks. It was noted that a taxi rank is missing at Milngavie station.	
8. Vehicle idling enforcement	All comments received were in support of this option. It was noted that this is a particular problem at rail stations and Mains Estate Residents Association stated vehicle idling is a fairly big problem. Ross Greer MSP supported this option.		
9. Vehicle emissions testing	Mains Estate Residents Association supported this option.	Milngavie Community Council stated this option was a low priority. Other comments suggested that the MOT emission check was sufficient.	

10. Fleet replacement programme	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Other comments suggested that infrastructure maintenance should be prioritised and fleet vehicles should be replaced when required or when value for money dictates it best to replace.
11. Fuel efficient driver training	Mains Estate Residents Association and Ross Greer MSP supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Other comments questioned the value in the option and suggested that it was a waste of public funds. One comment also questioned the point of it and stated that if it was required it would call into question Council staff's attitudes and abilities.
12. Introduce ECO Stars Fleet recognition scheme for Council fleet, commercial HGVs, buses, coaches, vans and taxis operating in East Dunbartonshire	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. One other comment stated this sort of scheme should be national and run by government not Councils. It was requested that the focus was instead put on local infrastructure maintenance.
13. Promote EDC Liftshare scheme		Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. A concern was raised regarding the safety element and risk assessment of such a scheme. Another comment questioned the need for the scheme and stated that a 'cycle2work' scheme should be used instead.
14. Ongoing road maintenance	All comments received were in support of this option. It was noted that this should be a priority for the Council as the current road conditions are extremely poor. It was also stated that better roads are a top priority for	

	<p>making roads safe for cyclists and vehicles. Milngavie Community Council supported this option.</p> <p>It was requested by Ross Greer MSP and Mains Estate Residents Association as well as other individuals that greater emphasis is put on active travel maintenance, including footways and footpaths.</p>	
15. Respond to road defects in a timeous manner	<p>All comments received were in support of this option. Some comments expressed concern about 3rd party utility providers not reinstating roads to a high enough standard. It was also noted that the option should be restated with a focus on high quality. Milngavie Community Council commented that it was critical that road defects were repaired promptly for the safety of all road users and poor road condition is a barrier to active travel. Mains Estate Residents Association also supported the option.</p>	
16. Carry out a 'Pothole Blitz' programme	<p>There was general support for this option. There was a focus on the need to repair potholes to a high standard. There was a common theme of responses emphasising the dangers of potholes and poor road conditions to walkers and cyclists. This was also emphasised by Mains Estate Residents Association and Milngavie Community Council. It was also noted that they are damaging to cars.</p>	<p>Comments expressed concern about the state of roads in general and questioned the methods of patching up potholes. It was suggested that full width relaying would be a better solution.</p>
17. Provision of low-level cycle signals at traffic signals and at carriageway crossings where appropriate	<p>There was general support for this option including from Milngavie Community Council. Mains Estate Residents Association would support it provided there is evidence that expenditure on this option would encourage more people to cycle.</p>	<p>One comment suggested this was not required as cyclist's eye level is similar to motorists.</p>
18. Provision of Advanced Stop Lines (ASLs) with lead-in cycle lanes at signal controlled	<p>Comments in support of this option included safety reasons and encouraging more people to cycle. Again, Mains Estate Residents Association would support it provided there is evidence that expenditure on this option would encourage more people to cycle.</p>	<p>The comments expressed concern that ASLs encourage cyclists to undertake vehicles which can be dangerous for cyclists and can cause significant disruption to traffic movement. Enforcement of the use of ASLs was also questioned and it was noted that vehicle drivers stopping in</p>

junctions where appropriate		these areas could receive a £100 fine and 3 points on their driving licence.
19. Continue to support trunk road improvements outwith the EDC area and highlight benefits to East Dunbartonshire residents	One comment suggested they would support this option but it should also include major road improvements within East Dunbartonshire. Mains Estate Residents Association supported this option.	It was stated that trunk roads were for Transport Scotland to address and the Council should not be involved. One comment suggested this option showed an obvious inconsistency between the different parts of the authority. It was noted that Bishopbriggs and Kirkintilloch have direct access to the motorway but Bearsden and Milngavie relied on other routes through Glasgow to gain access to the motorway.
20. Promote road safety through schools	The comments in support of this option emphasised the importance of road and cycle safety. It was also emphasised that this option must be matched with infrastructure commitments to enable children to walk and cycle safely to school. Ross Greer MSP, Mains Estate Residents Association and Milngavie Community Council supported this option.	One comment suggested that the Council should be much tougher on people who don't drive safely around schools. There was also a concern about parking around schools and this was putting children's safety at risk. One comment suggested signage is a novelty with no useful effect and it was also unfair to put responsibility of road safety onto children instead of drivers.
21. Establish a pool bike scheme for EDC employees	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Some comments suggested money would be better spent on offering a cycle to work scheme rather than the pool bike scheme.
22. Electronic information signs to warn drivers of delays, accidents or closures	Mains Estate Residents Association supported this option. One comment suggested all travellers and not just drivers should be warned.	Milngavie Community Council regarded this option as a low priority. One comment suggested it was not necessary and efforts should be focussed on infrastructure maintenance.
23. Continue to roll out Urban Traffic Control (UTC) systems, such as SCOOT, to improve traffic management	Milngavie Community Council supported the roll out of these systems to improve the flow of vehicle traffic across East Dunbartonshire. Other comments suggested SCOOT is proven to work and UTC systems should be applied to B roads as well.	One comment suggested MOVA is well established and works well. Mains Estate Residents Association would not currently support further progression of SCOOT unless it is made more reliable. They described past issues that have occurred in Milngavie.
24. Road options to	Comments in support of this option included support for 20mph zones. It	The comments which did not support this option were based on a couple of

<p>enforce/reduce speeds and enhance appeal of sustainable travel</p>	<p>was noted that speeding is rife in the area and there is no enforcement. It was also noted that segregated routes would enhance the appeal of active travel.</p>	<p>issues. Road narrowing was highlighted as an issue, including by Mains Estate Residents Association, who did not support this option. The introduction of 20mph zones was not supported along the A81 and A803 corridors, which was the alternative option for Option 24. Milngavie Community Council did not support this but could support 20mph zones in residential areas and routes outwith the main corridors.</p>
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General comments on Area Wide Roads

Active Travel:

A number of responses suggested that active travel should be prioritised to reduce the congestion and traffic experienced on roads in East Dunbartonshire.

Road speeds:

The issues of road speeds and 20mph zones, especially around schools was raised. Ross Greer MSP highlighted the Restricted Roads (20mph Speed Limit) (Scotland) Bill that is currently going through the legislative process.

Other: A number of comments were received on a variety of topics.

There was a suggestion of major road development that was required to link up the authority.

A concern was raised about planning and the impact new development could have on road safety.

Congestion on roads was raised as a concern and suggestions were made regarding car pools and bus lanes to reduce this congestion and promote the use of public transport.

The lack of mention of motorcycles and scooters in reducing traffic congestion was raised as an issue.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

In terms of the road maintenance options: SPT, Ross Greer MSP, Mains Estate Residents Association, Milngavie Community Council and members of the public requested that greater emphasis is put on the maintenance of active travel routes and footways in the Draft LTS Action Plan.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

The road maintenance options have been amended to provide greater description of what the Council will do to maintain the roads and footways in line with the Roads Asset Management Plan.

5.7 Parking

Topic		Area Wide - Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:		
<ul style="list-style-type: none"> • Over 40 individual comments from members of the public • Changes – Advocacy Group • Glasgow City Council • GoBike • Mains Estate Residents Association • Milngavie Community Council 		
Summary of the comments:		
Comments on Transport Options 25 and 26 in TOR		
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether
25. Assess and improve the current availability of electric vehicle charging infrastructure within East Dunbartonshire	Mains Estate Residents Association and Milngavie Community Council supported this option. It was also commented that the rate of installing electric vehicle charging points in Bearsden and Milngavie is too slow.	Some comments were received which did not support this option. Reasons for this included the cost to the Council of installing the charge points. A concern was also raised about this option encouraging people to drive and be able to park and get it charged as well. It was also suggested that future development of technologies such as Flow Batteries should be considered when planning future charge points.
26. Monitor and review the parking charges brought in at seven car parks within ED town centres	<p>The comments received in support of this option noted that the current parking charges discouraged all day car parking and car travel in general. Concerns regarding emissions and climate change were also included for reasons to support the current parking scheme. It was noted that there is ample free car parking space in town centres.</p> <p>GoBike noted that parking should not be free as it is an inefficient use of space.</p> <p>Mains Estate Residents Association supported parking charges in town centre car parks and supported reviewing it once monitoring has</p>	<p>Many comments were received in support of free parking being restored across the authority area.</p> <p>Reasons for this included:</p> <ul style="list-style-type: none"> - knock on effect of parking on double yellow lines in town centres - reduction of footfall in town centre businesses - unwillingness to pay £1 to stop for 5-10 minutes - discourages use of local services - increased safety risk to school children,

	<p>looked at its performance. It was noted by Mains Estate Residents Association that there have been some suggestions for some free parking time for limited periods at certain times.</p>	<p>Milngavie Community Council supported a review of the new parking charges as it believed since the loss of free parking, Milngavie was disproportionately affected and was no longer the destination of choice for a convenient visit.</p>
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General comments on Area Wide Parking

Glasgow City Council highlighted the Transport (Scotland) Bill and possible parking legislation that could be included in the bill.

GoBike mentioned provision must be made for people making essential journeys by car and would expect provision of disabled spaces should reflect that for essential journeys only. GoBike also indicated that vehicles parked on street impede people cycling and make it hazardous for people crossing the road and delay buses.

A concern was raised regarding parking around schools.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that free parking is provided in the seven car parks that are currently charged in East Dunbartonshire.

SPT suggested an area wide action should be added to examine the issues of pavement parking policies.

Changes group, which is an East Dunbartonshire advocacy group supported by Independent Advocacy Provider, Ceartas, requested an end to pavement parking locally, including at dropped kerbs.

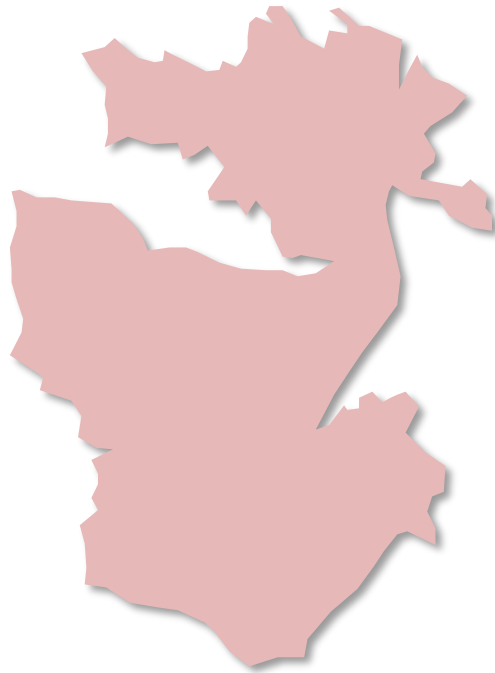
Response to findings – how findings are addressed in the Draft Local Transport Strategy

Taking into account all of the responses that have been received on parking in this part of the consultation and in the individual community areas, an action will be carried forward to the draft Local Transport Strategy to develop A Parking Strategy for East Dunbartonshire. This Parking Strategy will set out the Council's policy on parking issues at key areas and locations including:

- Town Centres
- Railway stations
- Residential areas
- Areas around schools

The Council will follow the progress of the Transport (Scotland) Bill closely to assess the implications for parking in East Dunbartonshire. Currently, the Bill includes legislative provision to prohibit pavement parking and double parking across the whole of Scotland. A Stage 2 amendment was also agreed to extend this prohibition to include parking adjacent to a dropped footway for the purpose of assisting pedestrians or cyclists to cross the carriageway.

Bearsden and Milngavie



5.8 Active Travel

Topic		Bearsden and Milngavie Active Travel	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • Over 180 individual comments from members of the public • Burnbrae Residents Association • GoBike • Mains Estate Residents Association • Milngavie Community Council • Mosshead Association • Ross Greer MSP • Scottish Natural Heritage 			
Summary of the comments:			
Comments on Transport Option 27 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
27. Improved walking access to Mugdock Country Park	<p>There were positive comments in response to this option. It was noted that Mugdock Country Park is a key leisure/recreational destination enhanced sustainable access would be welcome. Milngavie Community Council supported this option noting that this would be particularly desirable for Milngavie families with young children & promote the use of sustainable travel with the younger generation. Ross Greer MSP supported this option and stated this enhancement would be very welcome. Mains Estate Residents Association also supported this option and suggesting that consideration could be given to a seasonal bus service operating to Mugdock Country Park during the summer.</p>	<p>The need for this option was questioned and there was support for the alternative option of maintaining the current walking infrastructure in Milngavie. A key theme in the comments was that this is not a priority and there are existing links via the West Highland Way.</p>	
General comments on Bearsden and Milngavie Active Travel			
<p>Bears Way:</p> <p>There was considerable feedback throughout the consultation on the Bears Way segregated cycleway.</p> <p><i>Background</i></p>			

The Bears Way is a segregated cycleway running from the Burnbrae roundabout to Hillfoot. Phase 1 was delivered in 2015 in partnership with Sustrans Scotland and SPT. In September 2016, at a meeting of the Council, it was decided not to progress with any options for Phase 2 of the Bears Way and progress on the project was halted. Prior to the Council decision, work had begun on a route corridor study for the A81 Bearsden-Milngavie-Glasgow corridor which followed the Scottish Transport Appraisal Guidance (STAG) methodology. The Bears Way was included in this STAG study as an option. The study concluded that extending the Bears Way through Phases 2 and 3 would result in a Benefit Cost Ratio of 1.90 (a medium value for money result). The preferred option resulting from the study was to expand the car park at Milngavie station by circa 106 spaces via decking. The Council therefore, included investigating the design and implementation requirements of the Milngavie car park option further as a 'preferred' option in the Transport Options Report. As the Bears Way option scored the next highest Benefit Cost Ratio in the STAG study, the Council decided to include this option in the Transport Options Report as an alternative to the Milngavie option.

This explains why the Bears Way was included as an 'alternative' option in the Public Transport section of the Transport Options Report. However, for the benefit of this Report of Consultation, the summary of the comments received on the Bears Way are included in this Active Travel section for Bearsden and Milngavie.

Summary

Over 100 individual comments were received on the issue of the Bears Way. There was a mix of views on this issue with approximately 60% of responses stating their support for progressing the project with the remaining number stating their objection to the project. The following sections summarise the points each group submitted as part of their comments.

Comments in support of extending the Bears Way (66)

The following list provides a summary of the comments received from members of the public:

- The Bears Way provides a relaxed, safe route
- The junctions at Boclair and ASDA are currently dangerous for cyclists
- It would increase the number cycling to Glasgow
- It would encourage more people from Bearsden and Milngavie to cycle
- It would improve health
- There would be a reduction in emissions as current congestion levels are due to the ease of car travel.
- It would be good for the environment
- It would provide an enhanced quality of life
- It would promote modal shift
- Extending the Bears Way would encourage children to cycle
- It is currently unsafe for cyclists where Phase 1 starts/stops at Hillfoot
- The Council need to be brave and make the right decision
- The crossing points on route at Allander need to be safer
- It has been 2 years since the Council decision to halt progress so it should be reviewed

The following list provides a summary of the comments received from organisations/bodies:

- SPT did not feel that parking and Bears Way should be either/or options. SPT commented that there is scope to continue to promote and improve active travel to stations generally

as an option to reduce the need for additional parking at stations / relieve parking capacity problems. Additionally, specific to the Bears Way, although appreciating the design challenges, there would be benefits to extending the infrastructure to Hillfoot station

- Milngavie Community Council note that safety improvements brought by the Bears Way have demonstrated that road travel by cycling is an option for users of all ages and abilities. They have been contacted by members of the community who wish to see phase 2 of this project implemented and that investigation of routes to Garscube estate and beyond is desirable. They also note the increase in electric bikes and that this will increase the distance able to be covered by cyclists of lower ability.
- Ross Greer MSP stated that a “lack of commitment to revisit the Bears Way is disappointing. The way it has been left has resulted in local residents (supportive and opposed) feeling deeply frustrated. Not finishing the Bears Way is contradictory to the TOR TPOs. This project should be reconsidered, starting with intensive, quality consultation with local residents and clear communication from the council as to the rationale behind it.”
- Scottish Natural Heritage stated their disappointment at the inclusion of the Bears Way as an alternative and commented that not extending it seems to go against TPOs 3 and 5.
- GoBike support this stating it will give a great boost to active travel, both for East Dunbartonshire residents but also for anyone visiting. It will also attract people to use the West Highland Way and that once the route goes somewhere, more people will use it.

Comments against extending the Bears Way (40)

The following list provides a summary of the comments received from members of the public:

- Bears Way Phase 1 is very dangerous for cyclists and drivers
- Extending the Bears Way would not encourage more use
- The Bears Way inhibits the opportunity to have a peak hour bus lane
- It causes congestion and traffic chaos
- Drivers should have priority as cyclists don't pay road tax
- The Community do not support extending the Bears Way
- It reduces crucial parking
- Bears Way Phase 1 should be removed
- Bears Way creates longer journey times for cars
- It is an expensive option
- It causes buses to block the road
- It increases emissions due to restricted vehicle movements
- It is a vanity project
- There is currently low use by cyclists

The following list provides a summary of the comments received from organisations/bodies:

- Burnbrae Residents Association do not support extending phases 2 and 3. They instead support moving it off-road to follow the Scottish Water mains water wayleave through the residential developments.
- Mains Estate Residents Association do not support extending the Bears Way. They state it has made the A810/A809 even busier. The congestion could discourage visitors and people settling in the area. MERA have concerns about emergency vehicles access on the route. MERA support reviewing Bears Way Phase 1 including looking at an option for its removal.

- Mosshead Association state extending Bears Way would further restrict traffic flow on A81 resulting in yet more vehicles and pollution at Bearsden Cross.

Active Travel Strategy:

There were some queries regarding the progress being made on Active Travel Strategy actions 1.1 and 1.2 (enhancement of path and cycle network in Bearsden and Milngavie, respectively). There was a request for better maintenance of core paths especially to Craig Dhu, this is included in Action 1.1 of the Active Travel Strategy. It was queried why only Kirkintilloch and Milngavie were considered to be developed as Active Travel Towns (Action 1.11 in ATS) and what progress had been made on this action.

Mains Estate Residents Association proposed an off road route from Douglas Academy to Allander Sports Centre via Craigdhu School. An action to investigate the feasibility of such a route was included in Action 1.2 of the ATS. Milngavie Community Council and a number of individual members of the public supported this proposal from Mains Estate Residents Association.

Concerns about active travel:

Prioritising active travel was questioned by some of the responses. It was noted that there is an ageing population in Bearsden and Milngavie and there should be less of an emphasis on active travel as it is of little relevance to commuters in the area. It was also raised that it is not easy for families to walk or cycle to school and then for the parents to get to work on time.

Road users conflict:

One key theme in this section was concerns regarding road users of all modes using the same space safely. A large number of comments in this section related to walkers and cyclists having safety concerns due to road traffic. There were calls for greater priority for pedestrians and cyclists along main road routes and at key junctions. This included requests for more segregated cycle routes.

Some concern was raised regarding pedestrians and cyclists using the same space with pedestrians stating near misses with bikes at Milngavie Road and Milngavie precinct.

Schools:

There was support for improved access by walking and cycling to schools in this area, particularly primary schools. This was raised as an important issue as it can reduce childhood obesity, encourage active lifestyles and learn about healthy habits. Milngavie Community Council noted that Clober Primary School parents are compiling responses on what provisions they would like to see.

Surfaces/gritting:

It was suggested that better surfaces for pedestrians and cyclists should be maintained including gritting these areas in winter. The issue of tacks being maliciously put on the Bears Way was also raised.

Specific routes:

Mains Estate Residents Association put forward a proposal for an off-road cycle path from Douglas Academy to the A81, following: Mains Estate Park, along the west side of Hunter Road to the Craighdu wedge via crossing on Craighdu Road and through Prestonfield. One member of the public had expressed an interest in a segregated route along Hunter Road. This received some interest at drop-in sessions as concerns were raised about this due to reduced road space for vehicles. Several responses supported MERAs proposal for the off-road cycle route. Milngavie Community Council supported this proposal while recognising there are difficulties with the scheme, such as the T junction at Castlemains Road and the land required for an off-road cycle lane. One comment stated there was no need for such a new path.

Other suggestions for routes included:

- Realigning Boclair road and whilst doing so provide a cycle path from Kessington to Dobbies/Langbank to provide access to Baldernock
- Upgrade Auchenhowie Road footway to cycle path
- Upgrade Allander footpath east of railway to cycle path
- Build additional cycle paths reaching Torrance, Kirkintilloch and Bishopbriggs
- Segregated cycle path on Switchback Road

More routes:

There was support for more safe walking and cycling routes in the area in order to attract people to shift to more sustainable modes. It was suggested that more could be done to create shared use pavements for walkers and cyclists. GoBike suggested good quality segregated cycle lanes are needed to link the two centres and provide links on the major routes to the railway stations.

Other comments:

It was noted by Mains Estate Residents Association and some individuals that the Bearsden and Milngavie area has challenging topography for walking and cycling and combined with the rainy weather will contribute to a low uptake of walking and cycling in the area.

Concerns were raised about air quality levels especially at Bearsden Cross.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

As the consultation summary above illustrates, there were a number of conflicting requests relating to the Bears Way. These requests were:

- Complete the Bears Way
- Make the entrance/exit of Phase 1 at Hillfoot safer by extending it through Phase 2
- Do not include extending Bears Way in the Local Transport Strategy
- Remove the existing Phase 1 of the Bears Way

Several requests for updates on how actions in the Active Travel Strategy are progressing.

It was requested that safe walking and cycling access to schools is enhanced.

It was requested that greater maintenance and gritting should take place on walking and cycling paths and should receive greater prioritisation over roads.

An off-road cycle route from Douglas Academy to the A81 was requested by Mains Estate Residents Association with support from Milngavie Community Council and a number of individuals.

More recognition of the areas demographics was requested to be included in the Draft LTS.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Following the Council decision in September 2016, the Council will not be including the Bears Way as an action in the draft Local Transport Strategy. The Council will continue to monitor the Bears Way project.

The Active Travel Strategy is subject to its own monitoring and the Council produced a Biennial Monitoring Report in May 2018. This can be viewed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

In response to the request for the Local Transport Strategy to include further actions for active travel routes maintenance, the Active Travel Strategy 2015-2020 sets out an action (1.21 – Maintenance) which focuses on ensuring a high standard of maintenance of off road active travel routes is provided. This action will be carried forward to the draft Local Transport Strategy.

The Council also maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

The Council received a number of comments in support of an off-road cycle path raised by the Mains Estate Residents Association. Active Travel Strategy Action 1.2 – Enhancement of path and cycle network – Milngavie includes investigating the feasibility of providing enhanced cycle link between Mains Estate and Allander Leisure Centre/A81. Potential routes include: Craighdu Road, Hunter Road, Craigton Road/Gardens.

A full analysis of the East Dunbartonshire demographics was carried out and is detailed in the Background Report to the Local Transport Strategy. However, the draft Local Transport Strategy will include details of demographics within it.

5.9 Public Transport

Topic		Bearsden and Milngavie Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • Over 300 individual comments from members of the public • Bearsden North Community Council • Burnbrae Residents Association • Glasgow City Council • GoBike • Mains Estate Residents Association • Milngavie Community Council • Mosshead Association • Railfuture Scotland • Ross Greer MSP • Scottish Natural Heritage • SPT • Transport Scotland 			
Summary of the comments:			
Comments on Transport Options 28 and 29 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
28. A81 Quality Bus Corridor	<p>There was general support for this option in the comments received. The comments agreed that this option and the measures it encapsulates will make using the bus more attractive and this will encourage more people to use it.</p> <p>Milngavie Community Council supported this option.</p> <p>Mains Estate Residents Association supported improved bus stops and shelters with travel information but where the focus is on the A81 they felt focus should be on reviewing the Bears Way, suggesting that one option could be the removal of the Bears Way and moving it off-road.</p> <p>Glasgow City Council support the delivery of bus priority measures.</p>	<p>Some comments were received which did not support all components of this option. While there was recognition that improved bus waiting facilities would be desirable for current users there was scepticism about the ability for this to attract new users to bus services. Concerns were also raised about giving buses priority as it was raised that this creates congestion.</p>	

<p>29. Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor</p>	<p>This option received a mixed response from the consultation. The comments in support were based around the following reasons:</p> <ul style="list-style-type: none"> • Current parking at all stations on the A81 is inadequate and discourages off-peak travel • Increasing parking provision will increase the use of public transport • Will remove vehicles from surrounding residential streets <p>SPT support further investigation of this option but agree with the noted issues/challenges in the full report.</p> <p>Scottish Natural Heritage recommended that in addition to the extension to the car park at Milngavie, the Council expand the active travel links and cycle parking at the station.</p> <p>Ross Greer MSP fully supported increasing car parking capacity where this is geared towards supporting the use of public transport. Ross Greer MSP also raised concerns around the decking at Milngavie station and expressed that his strongly preferred long-term option is an Allander station.</p> <p>Mains Estate Residents Association strongly supported this option.</p>	<p>This option received a mixed response from the consultation. The comments in opposition were based around the following reasons:</p> <ul style="list-style-type: none"> • Increasing parking at stations is likely to encourage car use for people who could walk or cycle • More car spaces would only lead to more cars and the same problem would develop again • Would negatively affect the visual amenity of the areas, especially Milngavie’s Victorian station building • Additional vehicle movements at peak time would cause congestion • These spaces can be dark spaces with concerns about safety • Fails to satisfy Transport Planning Objectives <p>Milngavie Community Council did not support the option in relation to Milngavie station as it had concerns about the visual amenity of the local area. MCC stated that a decking structure would detract from the setting for visitors to Milngavie and would block views of the station building. MCC stated that the proposal would also add to local congestion and suggested parking is located to additional land near the Allander.</p> <p>GoBike stated that to propose this option rather than the extension of the Bears Way would be a misuse of funds. GoBike also commented that free parking at stations is unsustainable and will only encourage people to use their cars.</p> <p><i>Suggested alternatives:</i></p>
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		<p>Car parking spaces underground at these stations should be explored.</p> <p>Decking at nearby Tesco</p> <p>Improved bus service to stations</p>
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Comments on Options not taken forward as preferred or alternative

In this section of the Transport Options Report there was two options which were not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 41 of the Transport Options Report. However, they were included in the Transport Options Report to allow the Council to gather feedback on them as part of the consultation. This section will detail the responses received on the Bearsden and Milngavie Loop Bus and the Proposed Allander Rail Station.

Bearsden and Milngavie Loop Bus:

Over 30 individual comments were received in support of the option of a Bearsden and Milngavie Loop Bus. One comment felt it would not be effective.

The comments in support were based around the following reasons:

- Would deliver an integrated transport system
- Can attract people out of their cars in the area and would reduce pressure at station car parks
- Would reduce congestion with benefits for local air quality
- Would provide Mosshead with a bus service to rail stations at rush hour
- Benefits for an ageing population

Milngavie Community Council, Burnbrae Residents Association, Mains Estate Residents Association, Mosshead Association and Ross Greer MSP all expressed support for this.

Proposed Allander Rail Station:

Transport Scotland stated they would not support any further work to be undertaken on assessing the feasibility of this option at this time. Transport Scotland also noted that it would not be prudent to include long term safeguarding of this land in the emerging LDP2 without the intention of carrying out further feasibility work.

SPT agrees with the recommendation to continue safeguarding the station location within the emerging LDP2.

Over 50 individual comments were received in support of the Proposed Allander Rail Station.

The comments in support were based around the following reasons:

- Would be beneficial for residents of new development
- Would be a good park and ride area
- Would provide easy access to the rail network
- Would reduce parking problems at existing stations
- Would reduce congestion and car use on the A81 corridor

Milngavie Community Council, Bearsden North Community Council, Burnbrae Residents Association, Mains Estate Residents Association, Mosshead Association and Railfuture Scotland recorded their support for this option.

Two comments did not support this option based on: it will not deliver value for money and the extra stop will exacerbate timekeeping on the line.

General comments on Bearsden and Milngavie Public Transport

Bus: Over 50 individual comments were raised regarding bus in Bearsden and Milngavie. The following section provides a summary of these comments.

More and better bus provision

There was a common request for more bus provision and better bus provision in the Bearsden and Milngavie area. This includes more bus routes as well more frequent and reliable buses on existing routes. More services were requested to Glasgow, especially the west end. It was suggested that better provision to the new transport hub at Partick would help local residents use the public transport network. Mains Estate Residents Association would like to see bus shelters and timetable improvements to the 60A and 15 bus routes.

Mosshead

A common theme in the consultation responses was concerns about the lack of bus provision in the Mosshead area. It was stated that Mosshead is cut off from public transport as it is not close to existing bus routes or rail stations. Ross Greer MSP also requested the Council work closer with SPT to provide services which serve more communities including Mosshead / Kilmardinny area and Westerton village.

Healthcare

Access to healthcare via bus was raised as an issue for this area. For those who don't drive, it was raised that as the "MyBus" service does not help with access to hospital visits, transport costs to hospitals such as Gartnavel, Queen Elizabeth University, Victoria Infirmary and Stobhill is extremely high. It was also raised that the Queen Elizabeth University Hospital is a major employer in the area and the current bus provision is not adequate.

Evening / weekend services

The lack of bus services in the evening and at weekends was raised as an issue for travelling to/from Glasgow and between Bearsden and Milngavie. This issue is making it difficult for people returning to the area by bus after a certain time in the evening. It should also be noted that a petition organised by a member of the public, and independent to this consultation, gathered support from the local community for enhanced evening bus services in Bearsden.

Other comments on bus

It was noted that bus driver behaviour puts people off using the bus.

It was suggested that integration of bus and rail needs to be better in terms of timetables and ticketing.

Rail: Over 50 individual comments were raised regarding rail in Bearsden and Milngavie. The following section provides a summary of these comments.

Performance issues on the Milngavie line and potential twin-tracking solution

The vast majority of comments on this subject related to the current poor performance of the Milngavie railway line. It was raised that less than 30% of trains on this line arrive at Milngavie station on time. It was noted that this service needs to be more reliable to encourage more people to use it and reduce car travel to Glasgow. A common suggestion to a solution for this problem was to reinstate the twin track from Westerton to Milngavie. It was suggested that this intervention will make the line more reliable and could benefit the wider strategic network. Burnbrae Residents Association, Mosshead Association and Mains Estate Residents Association supported the proposal to twin-track the line. Ross Greer MSP noted that he had commissioned a report in 2018 from AllanRail consultancy which made a strong case for re-dualling the line.

General comments on Public Transport in Bearsden and Milngavie:

Improved services

Similar to themes in the bus and rail sections, there were several comments which discussed the reliability of the public transport network and stated that it had to be improved to attract people out of their cars and reduce congestion in this area.

Integration

Mains Estate Residents Association and a number of individuals described further integration of the bus and rail network as an opportunity for modal shift to sustainable modes of travel.

Park and ride

A lack of park and ride was raised as an issue in attracting more people on to the public transport network. It was suggested increasing park and ride availability would reduce congestion and improve air quality.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

Bus:

It was requested by several organisations/bodies/individuals that the Council operate a Bearsden and Milngavie loop bus.

It was requested that the Council work with SPT to deliver a publicly owned bus service following the delivery of the Transport (Scotland) Bill.

It was requested that the Council support a petition to get more evening bus services in Bearsden.

Rail:

It was requested by Bearsden North Community Council that the Council make representations to the Scottish Government that the current Scottish Transport Appraisal Guidance (STAG) methodology is not suitable for assessing the business case for the proposed Allander Rail Station.

It was requested by several organisations/bodies/individuals that the Council leads on delivering the proposed Allander Rail Station and/or maintains the safeguarding of the land in the emerging LDP2 for the station and associated car park.

It was requested that the Draft LTS includes an action for the Council to work with the relevant authorities towards delivering a twin-track railway between Westerton and Milngavie.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Bus:

It is the responsibility of the commercial market to operate bus services in Scotland. Where a commercial service is not in operation and it is deemed that a service is socially necessary a local transport authority can subsidise a service in order for it to run. In general, a local transport authority in Scotland is the local authority. However, for the Strathclyde area, the local transport authority is SPT. Therefore, the powers to subsidise services lies with SPT. The Council are in regular discussions with SPT regarding bus provision in the area.

The Council will monitor and contribute to the development of the Transport (Scotland) Bill and assess any implications or opportunities for the provision of public transport. This will be carried forward as an action to the draft Local Transport Strategy.

Rail:

The STAG methodology is a methodology set by the Scottish Government. It is a requirement to be used for new rail projects. More details of this approach from the Scottish Government can be viewed in the Rail Enhancements and Capital Investment Strategy:

<https://www.transport.gov.scot/publication/rail-enhancements-capital-investment-strategy/>

As set out in the TOR, it is currently not a viable option to deliver the proposed Allander rail station. However, an action will be carried forward to the draft Local Transport Strategy which will ensure the safeguarding of land for a proposed rail station and land for an associated car park.

The Council have committed resources to undertake a STAG study (in line with the Rail Enhancements and Capital Investment Strategy) to assess options for improving the performance of the Milngavie rail line and to improve wider sustainable transport on the A81 corridor. The Council and consultants will be working closely with Network Rail to appraise suitable options and to ensure the work is aligned to Network Rail's own review of the Argyle and North Electrics network.

5.10 Roads

Topic		Bearsden and Milngavie Roads	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • Over 200 individual comments from members of the public • Burnbrae Residents Association • GoBike • Mains Estate Residents Association • Milngavie Community Council • Mosshead Association • Ross Greer MSP 			
Summary of the comments:			
Comments on Transport Options 30 to 34 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
30. Junction Improvements A81	<p>There was comments in support of this option. It was noted that if this option improves the traffic flow and safety of pedestrians and cyclists then this is a positive option.</p> <p>It was highlighted that change is required at the Boclair junction due to recent accidents and traffic levels at peak times.</p> <p>It was highlighted that change is required at the ASDA junction as it is currently unsafe for cyclists going through the area, with a recent incident occurring at the end of 2018.</p> <p>Milngavie Community Council supported this option while highlighting that any changes should be implemented following meaningful consultation with local communities and representative organisations.</p> <p>Suggested potential solutions to improving the Boclair junction were:</p> <ul style="list-style-type: none"> • Installation of a right hand filter from Boclair Road to Milngavie Road 	<p>While this option was called “Junction Improvements A81” the description of the option was: “Options include a gyratory at the A81/Roman Road/Roman Drive junction and ASDA Bearsden/West Chapelton Avenue junction remodelling. Reallocation of road space to increase capacity”</p> <p>The inclusion of the gyratory option received a lot of interest throughout the consultation and there were concerns from local residents adjacent to the junction about what this could mean for them. The benefits of a gyratory system were noted as:</p> <ul style="list-style-type: none"> • Reduces queuing traffic on Boclair Road • Likely to reduce accidents at the Milngavie road junction <p>The issues of a gyratory system were noted as:</p> <ul style="list-style-type: none"> • Will simply redirect traffic congestion from Boclair onto Roman Road/Roman Drive 	

	<ul style="list-style-type: none"> • Implementation of a gyratory • 4-way traffic light system • Make Roman Road 1 way (with traffic flowing towards Milngavie Road) 	<ul style="list-style-type: none"> • Increased pollution in that residential area • Roman Road busy place for children going to school, nursery etc. – would be unsafe to have more traffic on it • Turning from Roman Drive to Milngavie Road is dangerous due to parked cars and busy Milngavie Road • Removal of on street parking would be a big issue • This proposal would only serve the east of the authority • Roman Road is busy already and causes problems joining from Douglas Gardens • Increased vibration from traffic could increase problem of flooding and eroding banks of Manse Burn • Too expensive • Wear and tear implications for a B road
31. Bearsden cross junction improvements	<p>There was support for this option as it is likely to improve traffic movement.</p>	<p>Concerns were raised about the effectiveness of this option as a solution in improving congestion and air quality at Bearsden Cross.</p>
32. Canniesburn Toll	<p>There was support for this option especially for the benefits it could provide pedestrians and cyclists who use this junction. GoBike supported this approach. It was noted that this is a major junction and the need to examine ways to assist traffic flows would be welcomed.</p> <p>Mains Estate Residents Association pointed out that any alteration to this junction would need to be carefully thought out as traffic needs to be the primary consideration due to the junction being used for access to the Queen Elizabeth University Hospital.</p> <p>Milngavie Community Council supported this option while highlighting that any changes should be implemented following meaningful</p>	<p>There was support for the alternative option of redesigning Canniesburn Toll.</p> <p>It was raised that the current design of the Toll is not suitable for vehicle drivers or cyclists due to the layout of the lanes.</p> <p>Pedestrian access at the Toll could be improved and there was a suggestion of improving parking at the businesses.</p> <p>It was suggested that road lineage needs to be renewed to ensure motorists keep to the right lane.</p>

	consultation with local communities and representative organisations.	
33. Continue to monitor air quality in Bearsden town centre in line with obligations for an Air Quality Management Area (AQMA)	<p>There was full support for this option including support from Milngavie Community Council. It was noted that the air quality at the Cross is a particular concern due to the proximity of the primary school to that junction.</p> <p>There was a concern that this was not being taken seriously for such a major issue and that traffic should be redirected away from the Cross to improve air quality.</p>	
34. Continue to deliver road safety measures in relation to the A809	There was full support for this option including from Mains Estate Residents Association. MERA also raised issues with the A809 including: congestion, dirty due to large industrial vehicles and runoff water.	
General comments on Bearsden and Milngavie Roads		
<p>Maintenance:</p> <p>The issue of road maintenance was raised by a number of respondents for this area. The main request was that more roads were resurfaced and that potholes were dealt with better and more effectively. Similar to other parts of the consultation, it was also raised that more focus should go to footways and footpaths as they can be dangerous and unsafe especially in the winter months if they have not been gritted. Road lane and line markings was highlighted as an issue.</p> <p>Planning:</p> <p>There was a considerable number of responses that raised concern about the effect planning and specifically the effect new housing developments was having on the road infrastructure in Bearsden and Milngavie. This included concerns about road congestion and air quality. There was concern about potential development on land currently designated as green belt between Bearsden and Milngavie.</p> <p>Road speeds:</p> <p>Concerns were raised about road speeds in general in the area and there were requests for a change to 20mph speed limits. Road speeds was raised specifically as an issue on the following roads:</p> <ul style="list-style-type: none"> • Drymen Road • Thorn Road • Canniesburn Road • A81 Strathblane Road • A808 • Hunter Road 		

Congestion:

Road congestion was raised as a serious issue in Bearsden and Milngavie. It was noted that this is causing longer journey times and is negatively effecting air quality due to the increased emissions. Burnbrae Residents Association identified traffic as a major problem and noted that the routes to Glasgow are gridlocked during the morning rush hour, while stating that modal shift from road to rail is required.

Specific roads/junctions:

A number of comments were received which related to specific locations within Bearsden and Milngavie:

Hunter Road

Hunter Road gathered a considerable number of comments regarding the traffic congestion observed at the junction of Hunter Road and Castlemains Road. It was highlighted that the cars that park across from this junction cause issues for the flow of traffic. Milngavie Community Council highlighted this is particularly problematic for residents of Mains Estate trying to access either Clober Primary or Douglas Academy from the south, while also commenting that it makes cycling to these schools for children unattractive. Milngavie Community Council support a transport option to improve the layout of this junction with safe crossing points to benefit of road, foot and cycle users. Mains Estate Residents Association state that improving this junction should be a priority for the Local Transport Strategy. MERA also described improvements that were made to this area in 2006 and outlined proposals for further improvements. These suggestions included:

- Investigate ownership of the land and garages behind the properties on Hunter Road, with a view to owning this land.
- Improved parking area would be reallocated to the residents of Hunter Road
- T-Junction would be marked with double yellow lines, making it an offence to park and obstruct the junction
- Mini painted roundabout on the junction could also be considered
- A 20mph speed limit on Hunter Road, including at Clober Primary School, should be considered

Other specific roads/junction improvements sought by individual comments:

- Bearsden Cross to have filter lights
- Junction at Stockiemuir Road and Stockiemuir Avenue requires either traffic lights or a roundabout
- Remove the raised kerbs which were installed at junctions about 15 years ago, e.g. at the foot of Nethermains Road
- Better lighting in Stockiemuir avenue. Zebra crossing at the Co-op.
- Improve the junction at the Allander, or replace it with a roundabout
- Better traffic control at Burnbrae Roundabout

Other comments:

It was noted that more on road cycle lanes should be painted as this makes drivers drive more carefully.

There was support for traffic light systems that respond to where the queues are.

It was noted that consideration should be given to possible future development in the vehicle industry such as electric vehicles and autonomous vehicles.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

Milngavie Community Council requested that an action is included in the Draft LTS which states that Mugdock Road is designated as an active travel corridor as it is not safe as it is a very old road with blind junctions and the footways in places are narrow or missing.

It was requested that the option of a gyratory system at the Boclair junction is not included in the Draft LTS. It was also requested that local residents are consulted again on this matter.

It was requested that road maintenance is carried out to a high standard which includes footways and footpaths.

It was requested that more thought should go into planning in East Dunbartonshire and the effect more housing development is having on the local road network.

It was requested by Milngavie Community Council, Mains Estate Residents Association and a number of individual comments that improvements are made to Hunter Road, with specific focus on the junction of Hunter Road and Castlemains Road.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

The option to deliver junction improvements on the A81 at Boclair and the ASDA junction has been carried forward to the draft Local Transport Strategy. The delivery plan sets out that the Council will model the junction and create different scenarios through the model. This will help the decision making process to decide how the junctions are improved. The consultation feedback delivered through this consultation will feed into the decision making process by the Council.

The Council maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

The Council are required to produce a Local Development Plan which sets out a long term land use and development strategy for East Dunbartonshire. The Local Development Plan process takes into account a number of factors including implications for the transport network. Policy 4 – Sustainable Transport sets out that development should be directed to areas where the need to travel is reduced, there are already existing public transport services and active travel routes and the effect on air quality is minimised.

The Council had previously undertaken consultation with local elected members regarding road changes at Hunter Road / Castlemains Road and this consultation indicated a lack of appetite for changes to be progressed.

5.11 Parking

Topic	Bearsden and Milngavie Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 12 individual comments from members of the public • Mains Estate Residents Association • Milngavie Community Council • Ross Greer MSP 	
Summary of the comments:	
<p>Long stay car park:</p> <p>Milngavie Community Council, Mains Estate Residents Association and Ross Greer MSP both stated a desire for a long stay car park for West Highland Way walkers that start off in Milngavie. Ross Greer MSP noted that while these visitors are welcome, taking up parking spaces designed for residents and commuters on a daily basis is not right. Milngavie Community Council suggested land owned by Scottish Water on the east side of the railway close to the Allander could be used for such a purpose.</p> <p>Rail stations:</p> <p>The public transport section dealt with the issue of a lack of parking available at stations, however, a number of concerns were also expressed about the issue on-street parking is causing around the stations. Specific concerns were raised about Station Road in Bearsden and the A81 outside Hillfoot station.</p> <p>More parking:</p> <p>There was requests for more parking in this area, with specific mention given to Mugdock.</p> <p>Charges:</p> <p>The issue of parking charges in Council car parks was raised in this area. It was stated this has been detrimental to local businesses. Milngavie Community Council stated the Mugdock Road Car Park is being under-utilised since the introduction of the parking charges. Monitoring by the Community Council has shown that the car park is no more than 10% full at any time and state the charging strategy should be reviewed.</p> <p>On street:</p> <p>Concern was raised with on-street parking around town centres causing roads to be narrowed. Milngavie Community Council raised an issue about pavement parking, highlighting safety and access issues for pedestrians walking on these pavements especially to schools.</p>	

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that double yellow lines are implemented on the A81 outside Hillfoot station.

Milngavie Community Council requested that an action in the Draft LTS looks at addressing the issue of pavement parking for school children accessing Clober and Craigdhu Primary schools.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

The action for developing a parking strategy will aim to address identified issues raised through this period of consultation.

The Transport (Scotland) Bill is currently progressing through the Scottish Parliament's legislative process. The Bill includes proposed legislation that will make it illegal for vehicles to be parked on a footway in Scotland. The Council will continue to monitor and contribute to the development of the Bill and this will be carried forward as an action in the draft Local Transport Strategy.

Bishopbriggs, Torrance, Balmore and Bardowie



5.12 Active Travel

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Active Travel	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • 20 individual comments from members of the public 			
Summary of the comments:			
Comments on Transport Options 36 and 37 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
36. Bishopbriggs path improvements	This option received support with it being described as a great idea and positive. It was also noted that in order to create a comprehensive network in Bishopbriggs, area wide 20mph and restricting traffic with segregated or shared paths would be required.		
37. Promote Wester Way through active travel events, signage and social media	It was noted that while promotion of this route is essential, it needs to be part of a wider network and connected with other routes.	It was suggested that a combination of the preferred and alternative options might be more cost effective	
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Active Travel			
Cycling:			
<p>It was stated that more shared paths on main routes and cycle parking in Bishopbriggs town centre is required to encourage more cycling in the area. It was also suggested that cycling can be improved by reallocating road space on Hilton Road and Balmuilty Road though it was recognised there may be issues with large trees.</p> <p>It was raised that roads are not safe enough to cycle on and if safety was improved it could encourage more cycling on the A803.</p>			
Maintenance:			
<p>Footways and footpaths should be accessible to all including users of mobility scooters and wheelchairs, this includes improving access points for all users. It was also stated that canal towpaths should remain the way they are and that local residents don't want them to be tarmacked.</p>			
Routes:			

Several new and/or improved routes were suggested including:

- Traffic free connection between Lenzie and Bishopbriggs
- Walking and cycling improvements along Balmore Road (A807)
- Path along River Kelvin with connections to villages
- Walking and cycling improvements along A803

Villages:

It was raised that the Transport Options Report does not reference Balmore and Bardowie enough and that residents of the villages have difficulty with speeding traffic along the A807 including HGVs and other large vehicles. It was noted that there are five changes in speed limit along this route which results in people maintaining their speed throughout. This causes issues for walkers and cyclists using this road.

Other comments:

Transport is poor from Allander leisure centre to Bishopbriggs. Evening activities means people have to use taxis if they do not have access to a car

Priority should be given to enabling school children to be able to cycle safely to school

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that more cycle parking is available in Bishopbriggs town centre.

It was requested that the Draft LTS gives greater coverage of the problems residents of the villages face on the A807.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Active Travel Strategy Action 1.16 – Secure cycle storage at rail stations and town centres, will be carried forward into the draft Local Transport Strategy. This action is currently being progressed by the Council.

Active Travel Strategy Action 1.12 – A807 Torrance to Milngavie/Bearsden is to investigate the feasibility of providing a connecting route between Torrance and Milngavie and Bearsden along the A807. This action was progressed as part of a wider study on an East Dunbartonshire loop route. This action will be progressed in the remaining period of the Active Travel Strategy and will be carried forward into the draft Local Transport Strategy.

5.13 Public Transport

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Public Transport	
Elements of the engagement included:		<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • 6 individual comments from members of the public • Glasgow City Council • Ross Greer MSP • SPT • Transport Scotland 			
Summary of the comments:			
Comments on Transport Options 38 to 41 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
38. Bus Park and Ride adjacent to BRR	SPT supports the principle including the need to further engage with operators to assess commercial viability and understand operational requirements. As such, SPT also suggested continuing to investigate improvements for bus and active travel for Westerhill business park.		
39. A803 Quality Bus Corridor (QBC) Package		<p>It was noted that the flow of traffic through Bishopbriggs is prohibitive for safe active travel for school pupils to cycle to school. The roads in and around the Cross are far too dangerous for parents to have confidence that their children can safely cycle to and from school.</p> <p>There was support for the alternative option of a segregated cycleway on the A803 as it was stated there is sufficient space and that the opportunity given by the creation of the Bishopbriggs Relief Road should be taken by improving cycling along the A803.</p>	
40. Bishopbriggs – integrated transport hub	No comment was received on this option		

41. Auchinairn bus hub	No comment was received on this option	
Comments on Option not taken forward as preferred or alternative		
<p>In this section of the Transport Options Report there was one option, the proposed Westerhill Rail Station which was not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 48 of the Transport Options Report. However, it was included in the Transport Options Report to allow the Council to gather feedback on it as part of the consultation.</p> <p>Transport Scotland stated they would not support any further work to be undertaken on assessing the feasibility of this option at this time. Transport Scotland also noted that it would not be prudent to include long term safeguarding of this land in the emerging LDP2 without the intention of carrying out further feasibility work. Transport Scotland reiterated their concerns the negative effect a station here would have on journey times on the Edinburgh to Glasgow line and the potential impact it could have on the outcomes of the Edinburgh to Glasgow Improvement Programme.</p> <p>Glasgow City Council noted this would be an attractive option and provide additional capacity to the existing Bishopbriggs and Lenzie stations. However, it was also raised that this would negatively affect journey times on the Edinburgh to Glasgow line.</p> <p>Ross Greer MSP stated that it was disappointing that this option was not being taken forward as preferred or alternative.</p>		
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Public Transport		
<p>Bus:</p> <p>It was raised that a bus to Milton of Campsie or the Strathkelvin Retail Park and Lennoxton is required from Torrance. More night time bus services and Real Time Passenger Information was also requested for Torrance, while one comment stated the bus provision to Glasgow is reasonable.</p> <p>Rail:</p> <p>No parking available at Bishopbriggs rail station was raised as an issue.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>Ross Greer MSP urged the council to put forward a bid to the next round of the Scottish Government's Local Rail Development Fund to seek funds to deliver further feasibility work on the Westerhill rail station.</p> <p>It was questioned if it would be feasible to include station parking on old High school site and move station/have walkway to station.</p>		
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
<p>The Council are not currently planning on undertaking any further feasibility work for Westerhill station at this time. This follows advice from Transport Scotland. However, an action will be carried forward to the draft Local Transport Strategy which will ensure the safeguarding of land for a proposed rail station and land for an associated car park.</p>		

A planning application is currently under review by the Council's Planning service for the former High School site in Bishopbriggs.

5.14 Roads

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Roads	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • 35 individual comments from members of the public • Glasgow City Council • Milngavie Community Council • Torrance Community Council 			
Summary of the comments:			
Comments on Transport Options 42 and 43 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
42. Support delivery of phase 5 of BRR	<p>Some comments expressed support for completing the BRR, while it was raised that effort should be made to preserve and/or mitigate effects on the natural environment in the area.</p> <p>Milngavie Community Council supported this option as it would have a positive impact on the accessibility of the motorway network to Milngavie.</p> <p>Glasgow City Council noted that delivery of phase 5 of the BRR would enable full Quality Bus Corridor measures to be provided on the A803.</p>	<p>It was raised that by supporting this, there are inconsistencies in approach and policy between different parts of the Council area.</p> <p>Torrance Community Council has concerns that completion of Phase 5 of BRR by this route would increase traffic on Torrance Road by drawing M80 destined traffic from Bearsden and Milngavie (via Auchenhowie Road and Balmore Road)</p>	
43. Continue to monitor air quality in Bishopbriggs Town Centre in line with obligations for an Air Quality Management Area (AQMA)	No comment was received on this option		
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Roads			
Maintenance:			
Areas for improved maintenance were suggested including:			

- Footway conditions in Torrance
- Footway conditions in Bardowie
- Footway conditions on Kirkintilloch Road
- Footway at Bishopbriggs Cross floods a lot

Parking:

On street parking was raised as an issue. This included through Bishopbriggs town centre at Bishopbriggs Cross and at Milton Drive and Stewart Drive. Parking provision on Main Street Torrance was described as inadequate and formalised parking was requested.

Torrance:

Some issues were raised in Torrance including the movements of HGVs through the village centre and the lights at Main Street junction could be better.

Other comments:

Congestion through Bishopbriggs town centre was raised as an issue

Suggestions for new crossings were received for Wester Cleddans Road near the school and in Balmore and Bardowie.

Car access to schools was raised as an issue

The junction at ASDA in Bishopbriggs was raised as an issue including the traffic light signals and the issue of merging 2 lanes into 1. It was raised that the crossing signals only beep after 9am which is not helpful to school children.

It was suggested that traffic light systems through Bishopbriggs needs to be better synchronised.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that Bishopbriggs is not overdeveloped.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

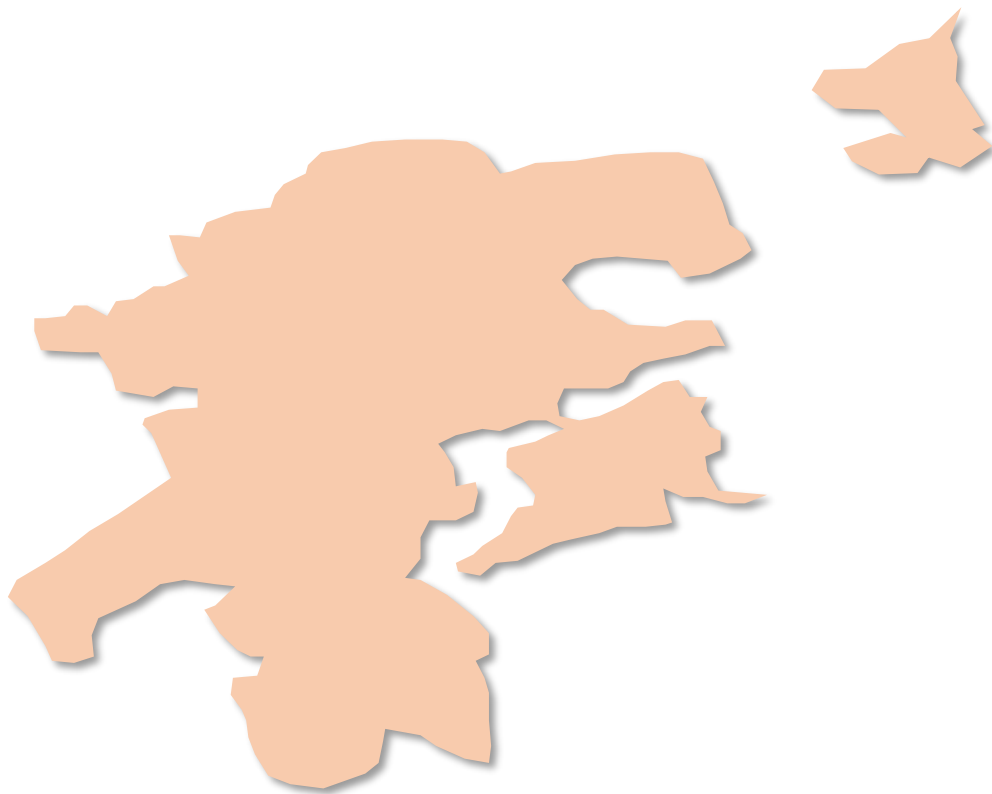
The Local Development Plan sets out where development should and should not be located taking into consideration 20 existing policies including principal policy 4 - Sustainable Transport.

General issues in this area can be targeted through area wide actions including: maintenance, parking strategy, urban traffic control systems and actions to enable a shift to sustainable transport.

5.15 Town Improvements

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Town Improvements	
Elements of the engagement included:		<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • GoBike 			
Summary of the comment:			
Comments on Transport Option 44 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
44. Deliver the actions in the emerging Bishopbriggs town centre strategies		GoBike stated that the proposals listed will do little, if anything, to reduce motor vehicle use and stated major improvements in active travel and public transport are needed to effect a significant modal change.	
Response to findings – how findings are addressed in the Draft Local Transport Strategy			
The Town Centre Strategies are approved Council strategies.			

Kirkintilloch, Lenzie, Waterside and Twechar



5.16 Active Travel

Topic	Kirkintilloch, Lenzie, Waterside and Twechar Active Travel
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 15 individual comments from members of the public • Lenzie Community Council 	
Summary of the comments:	
General comments on Kirkintilloch, Lenzie, Waterside and Twechar Active Travel	
<p>Maintenance:</p> <p>It was raised that maintenance of footpaths and footways was important. Issues with fly-tipping along the Bothlyn Burn was also raised.</p> <p>Routes:</p> <p>Several routes were suggested including:</p> <ul style="list-style-type: none"> • Lenzie to Stepps • Cycle access to Lenzie Meadow and Lenzie Academy schools • Lenzie to Bishopbriggs along the railway • Kirkintilloch to Milngavie <p>Other comments:</p> <p>Lenzie Community Council stated that there is at least one, if not more large areas of housing (Birch, Sycamore, Lime Grove) which is cut off as far as active travel is concerned because a long circuitous route has to be taken to reach public transport routes.</p> <p>Healthy Habits projects should be promoted.</p>	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
<p>Progress on the Active Travel Strategy actions was questioned.</p> <p>It was requested parking on painted on cycle lanes should be enforced by traffic officers / police.</p>	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
<p>The Active Travel Strategy is subject to its own monitoring and the Council produced a Biennial Monitoring Report in May 2018. This can be viewed on the Council's website: https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy</p> <p>The Council are currently not able to carry out enforcement of parking on painted cycle lanes in the authority.</p>	

5.17 Public Transport

Topic		Kirkintilloch, Lenzie, Waterside and Twechar Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none"> • 26 individual comments from members of the public • Lenzie Community Council • Ross Greer MSP 			
Summary of the comments:			
Comments on Transport Options 45 to 48 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
45. A803 Quality Bus Corridor (QBC) Package	No comment was received on this option from this area.		
46. Kirkintilloch town centre bus improvements – incorporate into the refresh of the Kirkintilloch Town Centre Masterplan	It was raised that buses passing through Kirkintilloch have problems with parked cars.		
47. Kirkintilloch/ Lenzie bus service improvements	This option received support and it was stated by Lenzie Community Council and a number of individuals that a bus service linking Woodilee, Lenzie, Kirkintilloch and Glasgow city centre would be beneficial.		
48. Lenzie Improvements Project	There was comments in support of this option.	The alternative option in this case was to increase parking at Lenzie rail station by providing a deck at the north side of the car park. This option received several objections and one comment in support. The comments did not support it due to the option attracting more cars to the area and potential antisocial behaviour issues such a deck could cause. Lenzie Community Council did not support the alternative option.	

		<p>The comment in support felt the effect on air quality caused by the increase in vehicle movements would be minimal and did not feel the Lenzie Improvements Project would increase sustainable travel.</p>
<p>Comments on Option not taken forward as preferred or alternative</p>		
<p>In this section of the Transport Options Report there was one option, the proposed Woodilee Rail Station which was not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 54 of the Transport Options Report. However, it was included in the Transport Options Report to allow the Council to gather feedback on it as part of the consultation.</p> <p>Ross Greer MSP stated it was disappointing that this option was not being taken forward as preferred or alternative.</p>		
<p>General comments on Kirkintilloch, Lenzie, Waterside and Twechar Public Transport</p>		
<p>Bus:</p> <p>It was suggested that Cowgate was changed to a public transport only corridor. Another suggestion was for buses to be removed from the section of Cowgate that runs past the library to improve public safety.</p> <p>It was raised that buses to Twechar are too infrequent and bus shelters in Twechar should be improved.</p> <p>Cost:</p> <p>The cost of public transport, and bus in particular was raised as an issue. The cost of bus travel was not in proportion to the journey times and cost of alternative forms of transport.</p> <p>Planning:</p> <p>The issue of housing developments being located more than reasonable walking distance away from public transport was cited as an issue in one comment. South Claddens was listed as an example.</p>		
<p>Specific requirements sought for the Local Transport Strategy by those submitting comments:</p>		
<p>Ross Greer MSP urged the council to put forward a bid to the next round of the Scottish Government's Local Rail Development Fund to seek to fund further feasibility work on the Woodilee rail station.</p> <p>Improved evening bus provision was requested.</p>		
<p>Response to findings – how findings are addressed in the Draft Local Transport Strategy</p>		
<p>The Council will not be undertaking any further work on the feasibility of the Woodilee rail station. The Draft LTS reiterates the position in the TOR that it is recommended that the safeguarding of land for the station is removed.</p>		

The Council are working with the Community Council to develop key themes for the town including improving public transport. This has been included in the action plan of the Draft LTS.

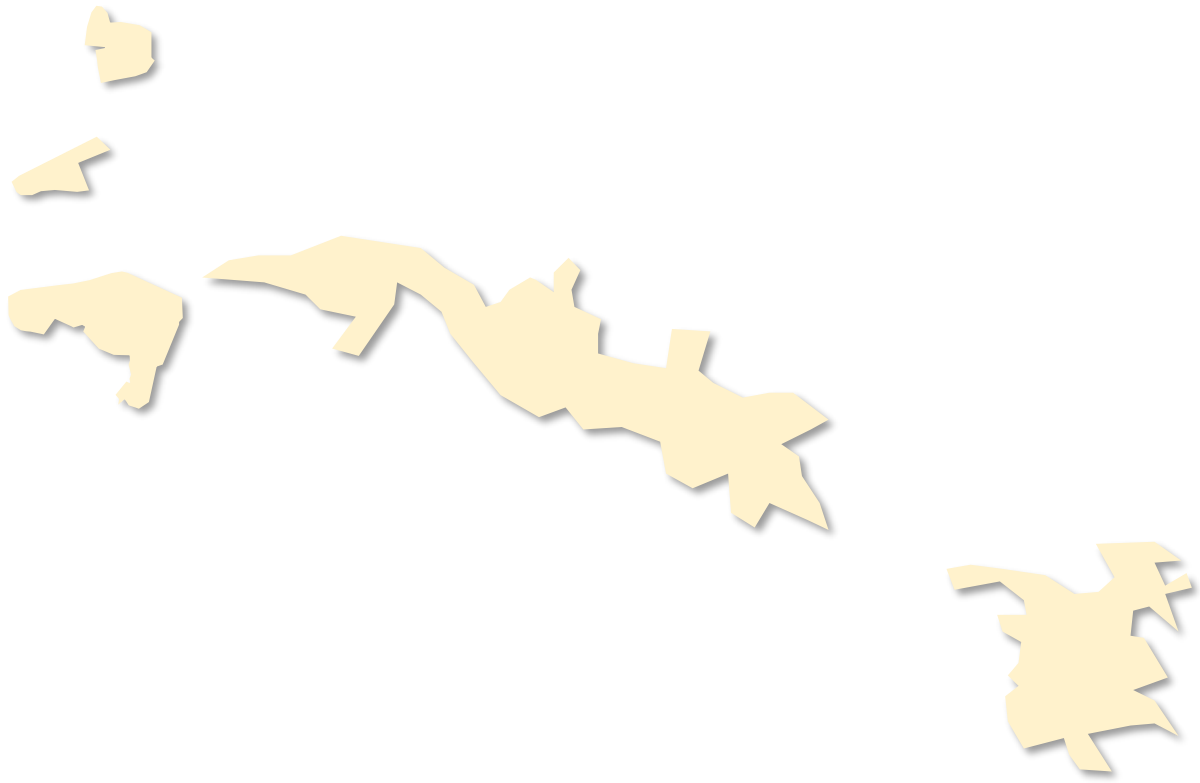
5.18 Roads and Parking

Topic	Kirkintilloch, Lenzie, Waterside and Twechar Roads and Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 4 individual comments from members of the public 	
Summary of the comments:	
<p>Parking:</p> <p>One comment said the parking charges have stopped them driving to the town centre but now go to the retail park instead.</p> <p>One comment said that if greater enforcement against on pavement parking was undertaken, this would address the current concerns about the 'Shared Space'.</p> <p>Roads:</p> <p>There was a couple of comments regarding the Catherine Street junction. One comment suggested the junction was dangerous and they disliked it both as a pedestrian and a driver. The other comment suggested the junction itself seems to work - albeit car drivers have benefited the most with congestion being eliminated.</p>	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
<p>The parking strategy action will cover Kirkintilloch town centre.</p> <p>The Council have committed to continue to monitor the town centre following the Cowgate Street Design Project. Further decisions regarding the town centre future will be made following the completion of the monitoring process.</p>	

5.19 Town Improvements

Topic	Kirkintilloch, Lenzie, Waterside and Twechar Town Improvements	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:		
<ul style="list-style-type: none"> • 3 individual comments from members of the public • Lenzie Community Council 		
Summary of the comment:		
Comments on Transport Option 49 in TOR		
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether
44. Foster strong partnership working with community groups and an external consultant to improve the layout and associated transport infrastructure at Townhead, Kirkintilloch	<p>Lenzie Community Council supported this option as Townhead is now problematic and it is inevitably part of an active travel route.</p> <p>Other comments in support expressed the importance of good quality consultation and ensuring any changes are designed with all groups of people in mind including:</p> <ul style="list-style-type: none"> • Disabled • Elderly • Young families • School children • Visually impaired 	
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
Kirkintilloch Community Council have worked with local people and the Council to begin developing key themes for travel in Kirkintilloch. The Townhead action has been widened in the Draft LTS to include the whole town centre, where the key themes can be incorporated into a refresh of the Town Centre Masterplan as committed to in the Economic Development Strategy.		

Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie



5.20 Active Travel

Topic	Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Active Travel
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 9 individual comments from members of the public 	
Summary of the comments:	
General comments on Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Active Travel	
<p>Safety:</p> <p>There was general concern for the safety of cyclists on roads in this area, including Main Street and Crow Road.</p> <p>Other comments:</p> <p>The quality of Strathkelvin Railway Path surface from Kirkintilloch towards Lennoxton was raised as an issue, specifically damage from tree roots under the surface.</p> <p>It was suggested closer working with Stirling Council could provide better connections between the authority boundaries.</p> <p>It was also suggested that more is done to encourage cycling in accordance with the Lennoxton Place Plan and to attract more cyclists to the area. A suggestion of a Next bike station in the village was also raised.</p>	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
<p>Response to findings – how findings are addressed in the Draft Local Transport Strategy</p> <p>Active travel routes are maintained in line with the Active Travel Strategy and the refreshed actions in the Draft LTS.</p> <p>The Lennoxton Place Plan actions have been incorporated into the Draft LTS.</p>	

5.21 Public Transport

Topic	Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools 	
Body or person(s) submitting comments on the topic:		
<ul style="list-style-type: none"> • 19 individual comments from members of the public 		
Summary of the comment:		
Comments on Transport Option 50 in TOR		
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether
50. Work with operators and SPT to ensure continuation of X85 service from Campsie Glen to Glasgow	There was support for this option. Some comments expressed concern about the existing service indicating the service is not inclusive enough in terms of disabled/pram spaces available on board and its punctuality and cleanliness.	
General comments on Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Public Transport		
<p>Bus:</p> <p>A common theme in the responses was the issue of better bus provision within the area. It was highlighted that there needs to be more provision for buses to: Stobhill, Bishopbriggs, Strathkelvin Retail Park, and Stirling. In particular there was support for a “non-express” service to Glasgow that will take residents from Lennoxton through all these areas. More frequent services of existing routes was also suggested as being beneficial to the area.</p> <p>Rail:</p> <p>There was two requests for the rail network to be brought back to this area.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>Response to findings – how findings are addressed in the Draft Local Transport Strategy</p> <p>A new action has been included in the Draft LTS for the Council to work closely with SPT and local bus operators to encourage the maintenance of existing bus services in order to provide a foundation for arresting decline in bus patronage and ensure bus travel remains an attractive option to attract new bus users.</p>		

5.22 Parking

Topic	Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 2 individual comments from members of the public 	
General comments on Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie Parking	
There was concerns about the parking restrictions on Main Street, Lennoxton.	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
A new action has been included for the Council to produce a parking strategy for East Dunbartonshire that can assess options for improving parking in town and village centres such as Lennoxton.	

General comments

Topic	Consultation methods
General comments on methods used during the consultation:	
<p>Participation:</p> <p>Several organisations and individuals thanked the Council for the opportunity to respond to this consultation.</p> <p>Drop-in sessions:</p> <p>Two comments were received on the organisation of drop-in sessions at Bearsden and Milngavie. It was raised that at Bearsden, the organisation was a disgrace and that it was difficult for members of the public to see what the proposals were on the displays provided. It was suggested that hiring of the upper hall would have been better.</p> <p>Several responses thanked Council officers for being helpful, providing context and listening to their concerns.</p> <p>At Milngavie one comment expressed that no one from the Council was available to provide detail on the Transport Options Report.</p> <p>Questionnaire:</p> <p>Several responses raised issues with the online questionnaire and story map. It was expressed that the story map was hard to navigate through and was in an un-user friendly format.</p> <p>Content of the Transport Options Report:</p> <p>It was raised there was issues with the page numbers and reference to the background reports numbering.</p> <p>Some responses for Bearsden and Milngavie stated the report was unambitious.</p> <p>Ross Greer MSP supported the words outlined in Section3.</p> <p>Some comments and suggestions were made for improving the monitoring framework.</p>	
Response to findings	
<p>The Council will take the above comments into consideration as the consultation period is being organised for the Draft LTS.</p>	

Topic	Planning
General comments planning:	
Housing:	
<p>Concerns regarding the number of new housing in East Dunbartonshire were raised throughout the consultation. It was pointed out that transport and land use cannot be separated and the effects of new housing on the road network was having a negative effect.</p>	
Response to findings	
<p>The Council are required to produce a Local Development Plan which sets out a long term land use and development strategy for East Dunbartonshire. The Local Development Plan process takes into account a number of factors including implications for the transport network. Policy 4 – Sustainable Transport sets out that development should be directed to areas where the need to travel is reduced, there are already existing public transport services and active travel routes and the effect on air quality is minimised.</p>	

Topic	Background reports
General comments on the A81 Options Appraisal Study:	
<p>Comments were received from Railfuture Scotland and Ross Greer MSP on the A81 Options Appraisal Study that was undertaken by WSP in 2018. The responses went into detail regarding the contents of the study and comparisons were made to the report commissioned by Ross Greer MSP on twin-tracking the Milngavie line that was undertaken by AllanRail in 2018.</p>	
Response to findings	
<p>The Council will consider the responses as part of the STAG study included in the Draft LTS Action Plan.</p>	

6. Moving Forward

The Local Transport Strategy Process



The results of this period of consultation will help shape the contents of the draft Local Transport Strategy. Following approval of the draft Local Transport Strategy a further period of consultation will be held which will allow stakeholders an opportunity to submit any final comments prior to the production and publication of the final Local Transport Strategy. Progress on the Local Transport Strategy process including the publication of all associated reports can be followed on the following web page: <https://www.eastdunbarton.gov.uk/local-transport-strategy>

For further information e-mail: development.plan@eastdunbarton.gov.uk or call the Land Planning Policy Team on 0300 123 4510

