

Local Transport Strategy 2020-2025



Foreword

Welcome to the Local Transport Strategy 2020-2025 for East Dunbartonshire.

Previous Local Transport Strategies have helped contribute to an extensive transport network, which includes walking, cycling, bus, rail and road links.

The active travel network of walking and cycling routes includes the National Cycle Network, which runs through the authority area - providing high quality through-routes to the north, south, east and west. The authority area also offers access to well-known routes including the John Muir Way and the Thomas Muir Heritage Trail. In addition, Milngavie is the starting point for the iconic West Highland Way.

East Dunbartonshire has a number of local routes and loops, adding to the active travel network, and the new East Dunbartonshire Walking and Cycling Map - which can be picked up from local community hubs, libraries and leisure centres - provides greater details on these routes. The Council's Healthy Habits initiative encourages people to make more trips by walking and cycling, with route guidance available at key locations throughout the area, as well as on the Council website.

The public transport network includes links to locations within and outwith the authority area. There are six railway stations in the authority - Bishopbriggs, Lenzie, Westerton, Bearsden, Hillfoot and Milngavie - providing links to a number of locations, including Glasgow and Edinburgh. The bus network consists of routes operating within the authority area, as well as services to Glasgow and beyond.

The safety of the road network in East Dunbartonshire has been improving consistently over the last two decades, and ongoing initiatives and maintenance will aim to ensure that this progress is sustained.

Development of this Local Transport Strategy 2020-2025 has included input from members of the public and stakeholders through two comprehensive periods of consultation. I want to thank all who responded to the consultations which helped the Council produce this strategy and which will help shape the future of transport in East Dunbartonshire over the next five years and beyond.

Through the objectives and actions detailed in this Local Transport Strategy, the Council is committed to working closely with funding and delivery partners to help achieve a sustainable, healthy and safe transport network for our communities that can be accessed by all to help facilitate sustainable economic development.



Councillor Billy Hendry

Convener of Place, Neighbourhood & Corporate Assets Committee

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1. Introduction



The East Dunbartonshire Local Transport Strategy 2020-2025 is a detailed vision for enhancing transport and travel in East Dunbartonshire. This Strategy replaces the Local Transport Strategy 2013-17, which contributed to delivering a more sustainable and accessible transport network for the area. Enhancing the transport network is a key driver for: improving the local economy, improving the environment, increasing social inclusion, and delivering health benefits for all residents and visitors of East Dunbartonshire.

The Strategy sets out the Council's policy on transport, presents Transport Planning Objectives and coordinates future priorities through a series of actions and interventions to enhance transport and travel in East Dunbartonshire.

This Local Transport Strategy sets out the evidence base and policy framework which has informed its development. It also includes a Roles and Responsibilities section which details what stakeholders can do to contribute to a high quality and effective transport network in East Dunbartonshire and beyond.

Lastly this Strategy includes a detailed Monitoring Plan which will use a variety of national and local indicators to measure the success of the Local Transport Strategy in satisfying the Transport Planning Objectives.

Local Transport Strategy Process

To maximise the benefits for East Dunbartonshire and beyond, this Strategy has been produced following a comprehensive process that ensured local issues and opportunities were identified at an early stage to allow a detailed action plan to be put in place that will aim to provide positive solutions for all. The development of the Local Transport Strategy has followed the principles and initial key stages of the Scottish Transport Appraisal Guidance (STAG). STAG provides a framework to assess evidence-based transport problems and opportunities.

This process, and the key stages of STAG that have been followed, are set out in the Local Transport Strategy Process diagram.

Final Local Transport Strategy

A final Local Transport Strategy has been produced and adopted by the Council and work will begin on delivering the strategy to achieve the Transport Planning Objectives.

Local Transport Strategy

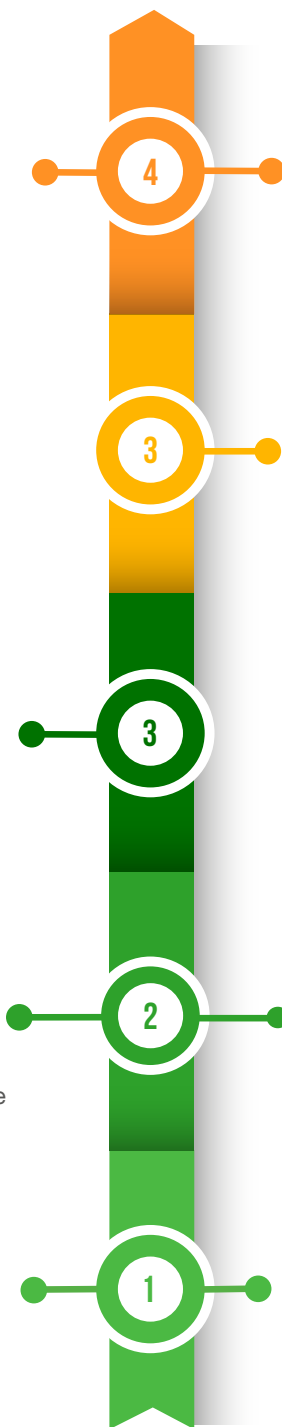
The results of the consultation period were incorporated into the development of this Local Transport Strategy. A summary of the development of the options following the consultation process is included in Section 7 and the Action Plan is in Section 8.

Transport Options Report

A number of options were generated, sifted and developed to satisfy the Transport Planning Objectives. These were presented in a Transport Options Report. The Report set out the Council's preferred and alternative options.

Analysis of problems and opportunities

This was carried out through a review of the current transport network, transport statistics, relevant policy and consultation with local stakeholders. This analysis is detailed in the Background Report and summarised in Section 4.



Monitoring

Ongoing monitoring will be carried out by the Council to record the delivery of the actions and measure the success of the Strategy against achieving the Transport Planning Objectives. A Monitoring Plan is set out in Section 9.

Consultation

A final period of consultation was held to allow stakeholders an opportunity to express any final detailed comments on how the Local Transport Strategy will be delivered.

Consultation

The Transport Options Report was presented to local and national stakeholders. Over 230 responses were received. A detailed Report of Consultation is included within the Background Report and a summary is included in Section 7.

Objective Setting

The analysis of problems and opportunities formed the evidence base from which Transport Planning Objectives were derived. The objectives set a direction for the Strategy to work towards. The Transport Planning Objectives are explained in Section 5.

Future work

Complete



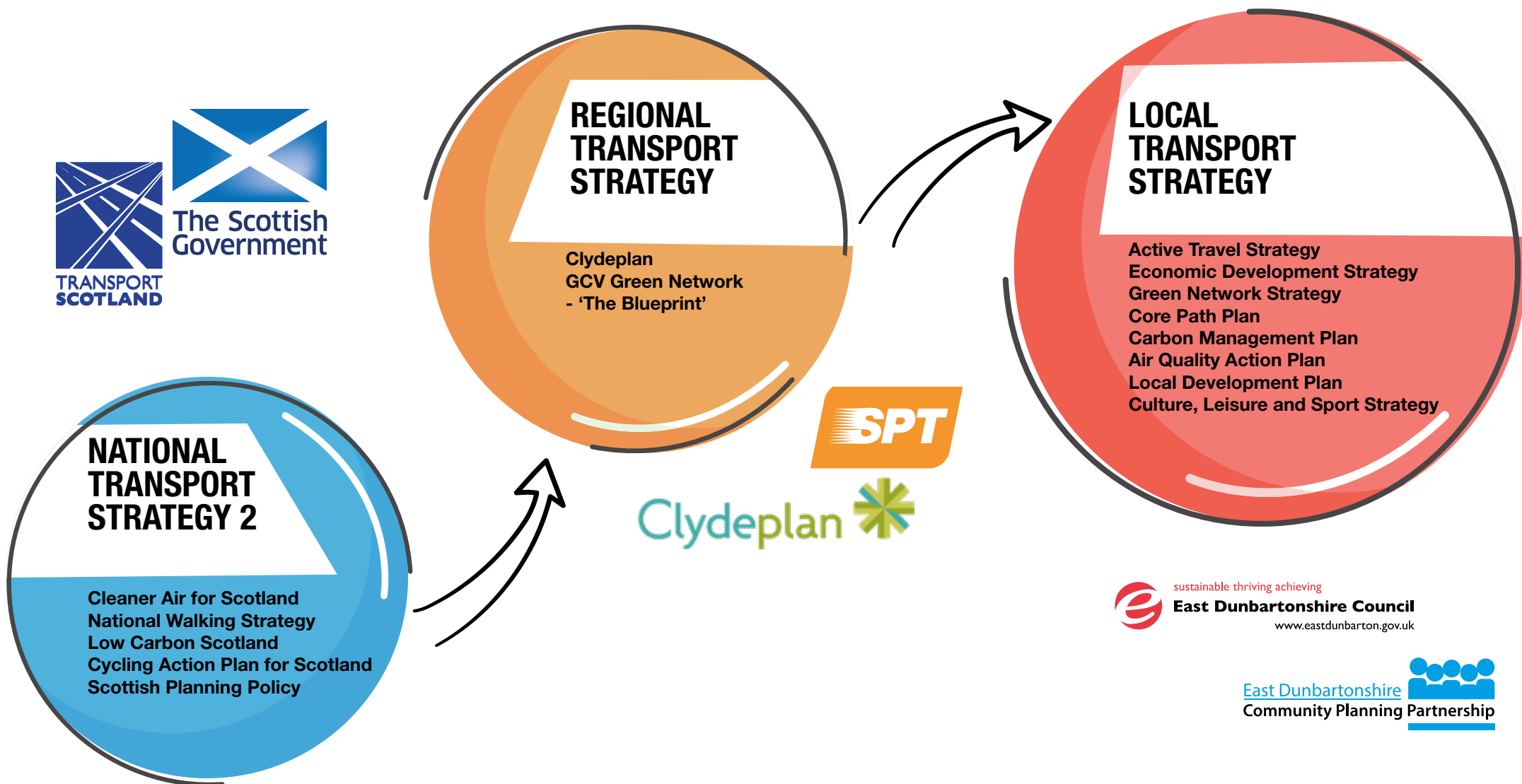


2. A shift to Sustainable Transport



The Policy Framework of the Local Transport Strategy

National, regional and local policy was reviewed as part of the development of this Strategy. This established a Policy Framework for the Local Transport Strategy - detailed in the diagram below.



One of the key outcomes of the policy review underpinning this Local Transport Strategy is the requirement for a national shift to sustainable transport. Sustainable transport modes are generally considered to be walking, cycling, public transport and also emerging technologies such as Ultra Low Emission Vehicles. This section outlines how a shift to sustainable transport can improve the environment, reduce inequality and improve health and why these improvements will benefit East Dunbartonshire and Scotland as a whole.

Improved Environment

How?

Sustainable transport modes produce lower proportions of harmful emissions compared to the use of individual cars and vans. The harmful emissions from internal combustion engines include nitrogen dioxide and small particulate matter.

A modal shift to sustainable transport can reduce congestion which can build up at key points on the road network. Reducing levels of congestion can reduce emissions produced by vehicles on the road.

Reduced Inequality

How?

Delivering a more sustainable transport network can improve access opportunities for more deprived areas, where the reliance on public transport, walking and cycling is generally greater.

An improved sustainable transport network can therefore reduce inequality by providing greater access opportunities to employment and leisure for those who rely on public transport and active travel.

Improved Health

How?

A shift to sustainable transport can have direct health benefits for those travelling but also a wider benefit for general public health.

Travelling sustainably leads to a more active lifestyle - through walking or cycling directly or to and from public transport. Research from Sustrans shows this lifestyle can have physical health benefits, including a reduced risk of heart disease, cardiovascular disease, cancer and type 2 diabetes. An active lifestyle has also been proven to have mental health benefits by helping to reduce stress and anxiety and increasing self-esteem. In addition, improved air quality generated by this shift can have health benefits, especially for younger people, older people and those with long-term health conditions.

Improved Environment

Why?

A climate emergency has been declared in Scotland and the way we travel can play a huge part in delivering reductions in greenhouse gas emissions.

Currently, 37% of Scotland's greenhouse gas emissions are accounted for by transport. A shift to sustainable transport modes can therefore reduce these emissions and help Scotland achieve its national goals on Climate Change, including a target to achieve net-zero emissions by 2045, as set out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

'Takes climate action' is a Priority of National Transport Strategy 2 and is also an outcome of the Regional Transport Strategy for Strathclyde.

Reduced Inequality

Why?

This will promote social inclusion by allowing these groups of people to have greater opportunities to access employment and leisure which can have additional benefits for social interaction and mental health.

Creating a fairer society that promotes inclusive growth through tackling inequality is one of four priorities in Scotland's Economic Strategy.

'Reduces inequalities' is a Priority of National Transport Strategy 2. Access for all is also an outcome of the Regional Transport Strategy for Strathclyde

Improved Health

Why?

A more active nation can have benefits for the NHS with the cost of inactivity estimated to cost NHS Scotland £94 million each year (Sustrans, 2018).

'Improves our health and wellbeing' is a Priority of National Transport Strategy 2.

The Cycling Action Plan for Scotland set a target for 10% of everyday journeys to be made by bike, by 2020.



F 89	Kilsyth	07:52
F 88	Harestanes	07:57
F 88	Harestanes	08:16
F 88	Harestanes	08:46

3. Current network and evidence

This section outlines the current transport network in East Dunbartonshire - including walking and cycling routes, bus and rail provision, the road network and parking facilities - and an analysis of how this transport network is being used.

A number of maps are also included to visually display the layout of the transport network and how people can use different modes as part of their everyday journeys within East Dunbartonshire and beyond.

The Council has also worked with SPT to produce analysis of accessibility to key destinations such as town centres, schools and healthcare facilities by transport mode in all areas of East Dunbartonshire.

Combined, this analysis has allowed a number of local evidence-based problems and opportunities to be identified which are detailed throughout this section. The conclusions from this analysis contribute to the evidence base which underpins this Local Transport Strategy and Transport Planning Objectives.

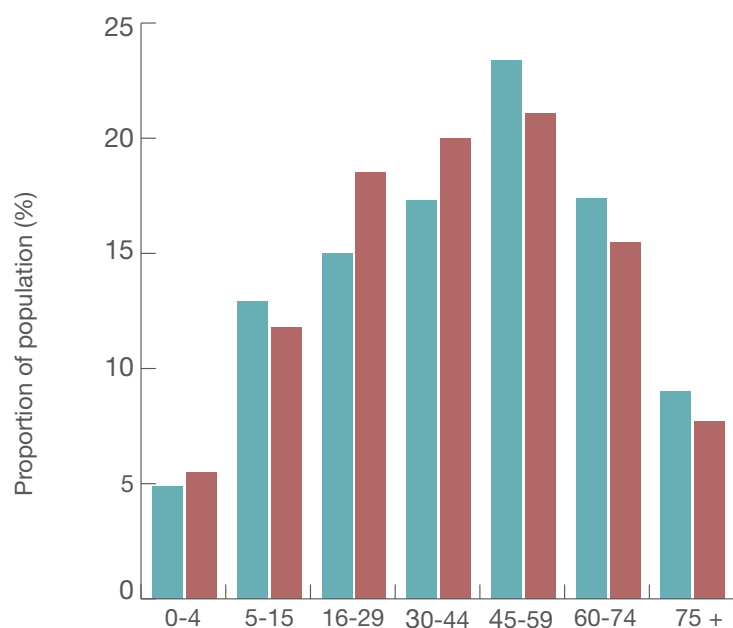


Population



105,026 - Total Population

Population by age



Following a period of decline, East Dunbartonshire's population is projected to increase

The highest population increase is expected to be seen in those aged **75** and over

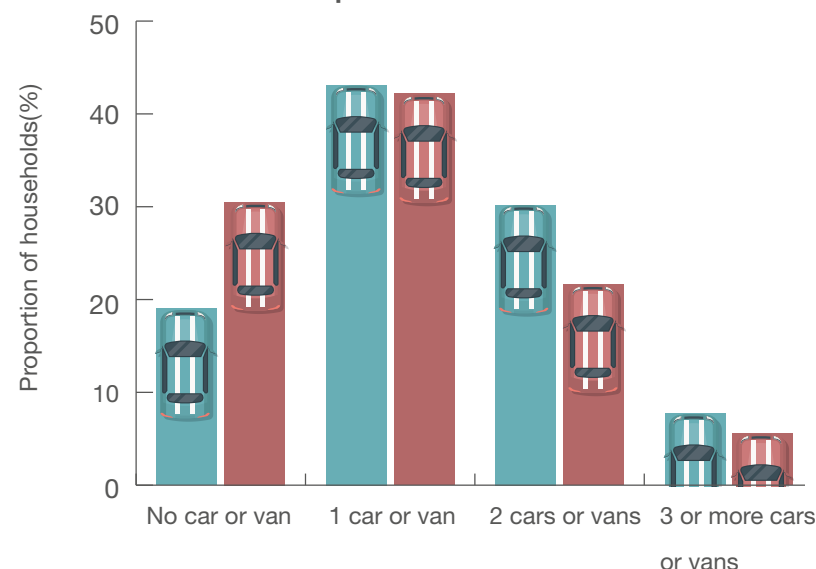
National Records of Scotland (2017)



45,690

households in East Dunbartonshire

Car ownership



Travel to work

50,022 Total number of people in employment

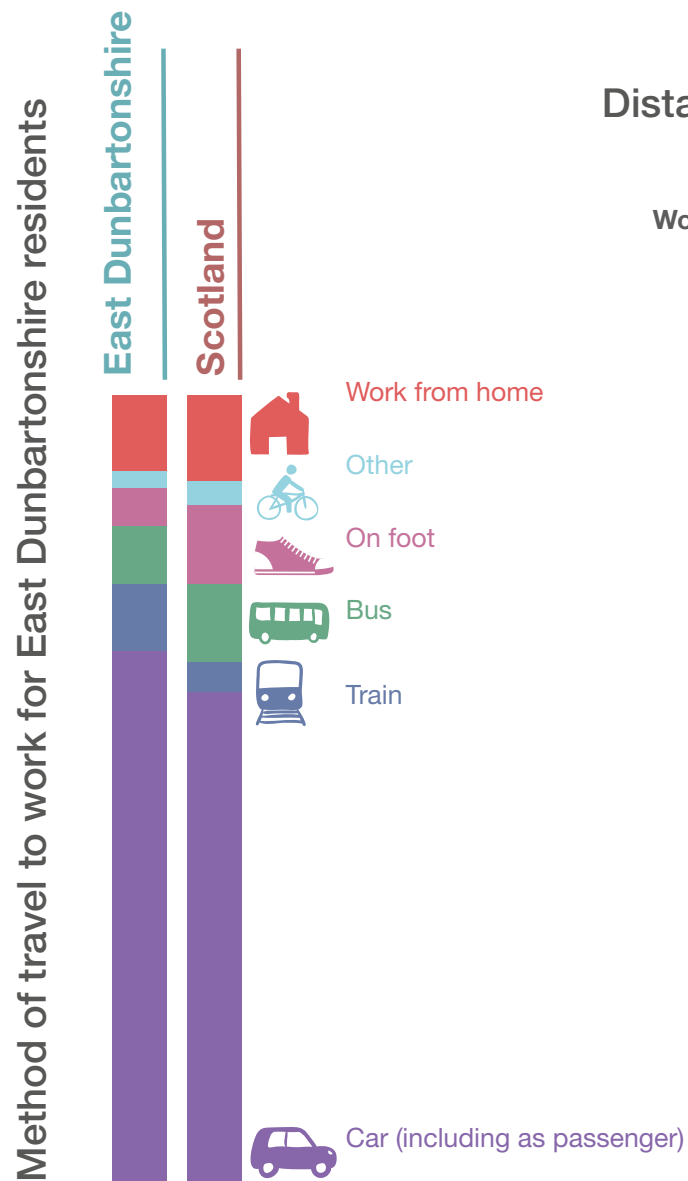
9,938 Total number of people who live and commute to work in East Dunbartonshire

10,138 Total number of people who commute from other areas to work in East Dunbartonshire

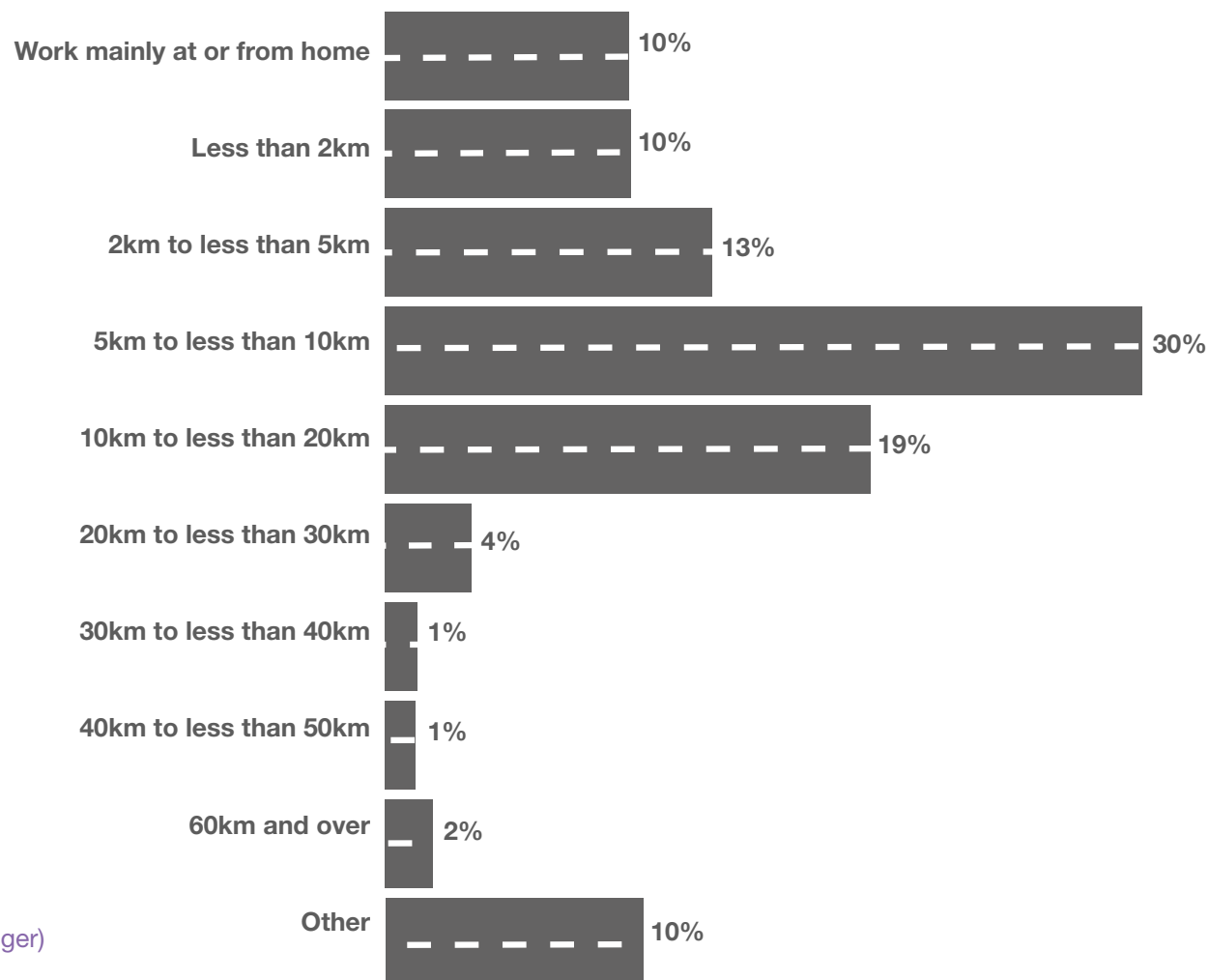
40,139 Total number of people who live in East Dunbartonshire and commute to other areas for work

30,001 The total daily loss of people in East Dunbartonshire based on commuting flows

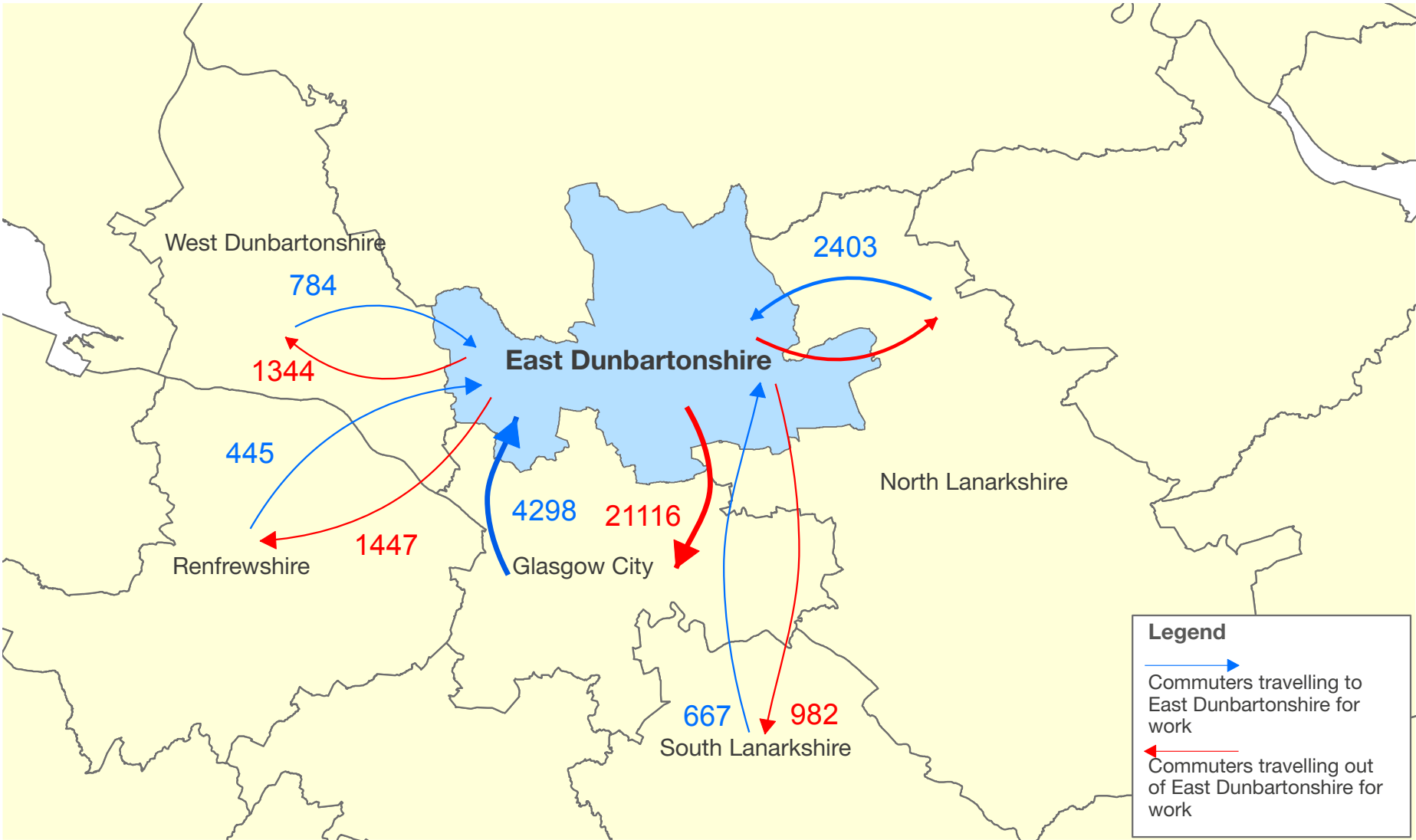
National Census (2011)



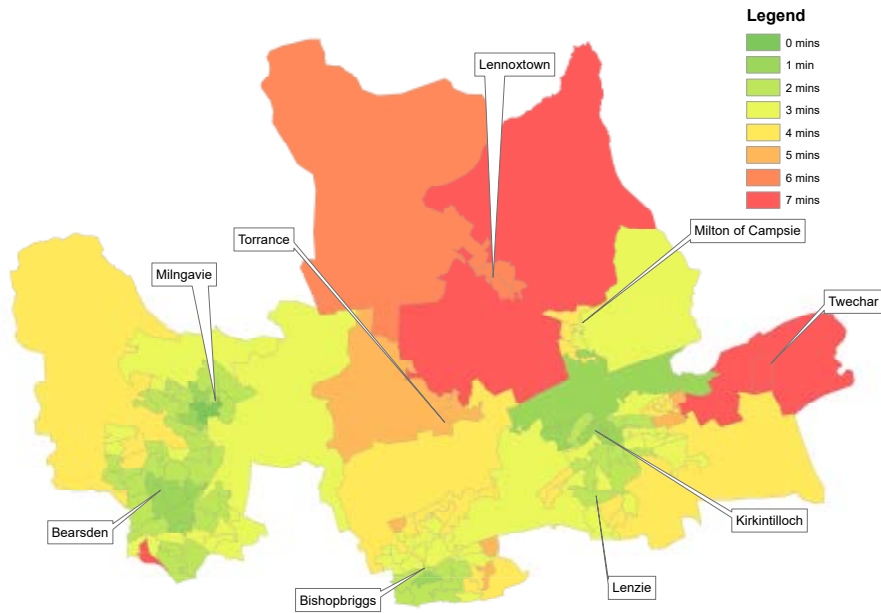
Distanced travelled to work for East Dunbartonshire residents



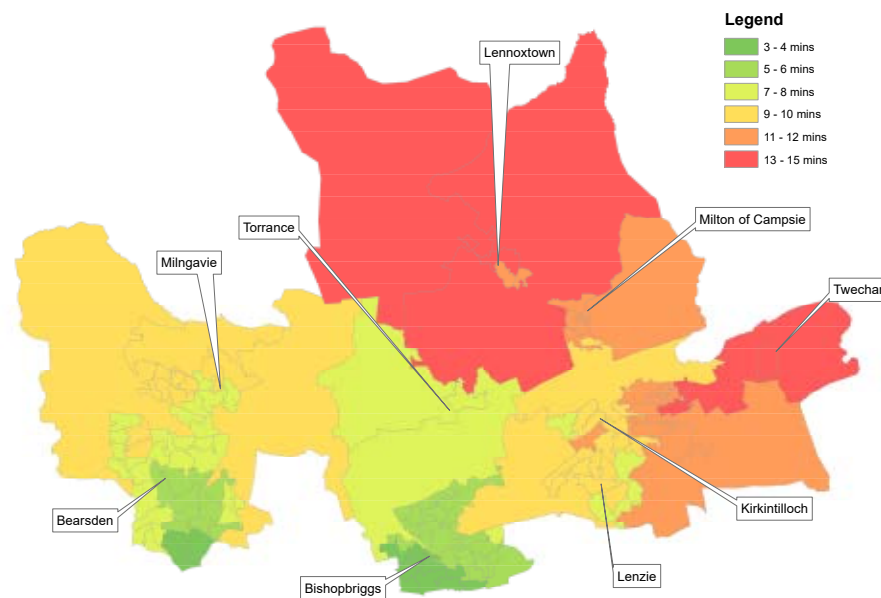
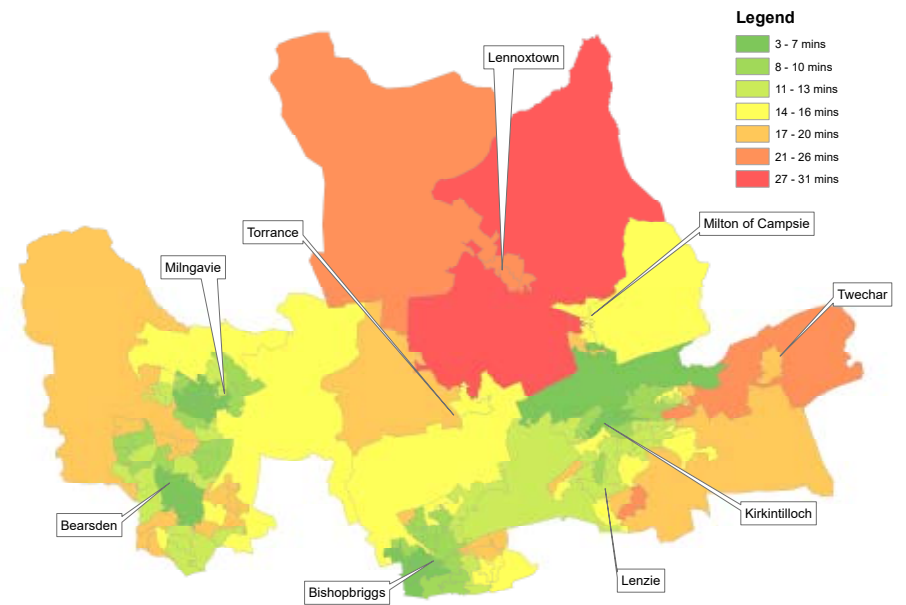
Main commuter flows in and out of East Dunbartonshire



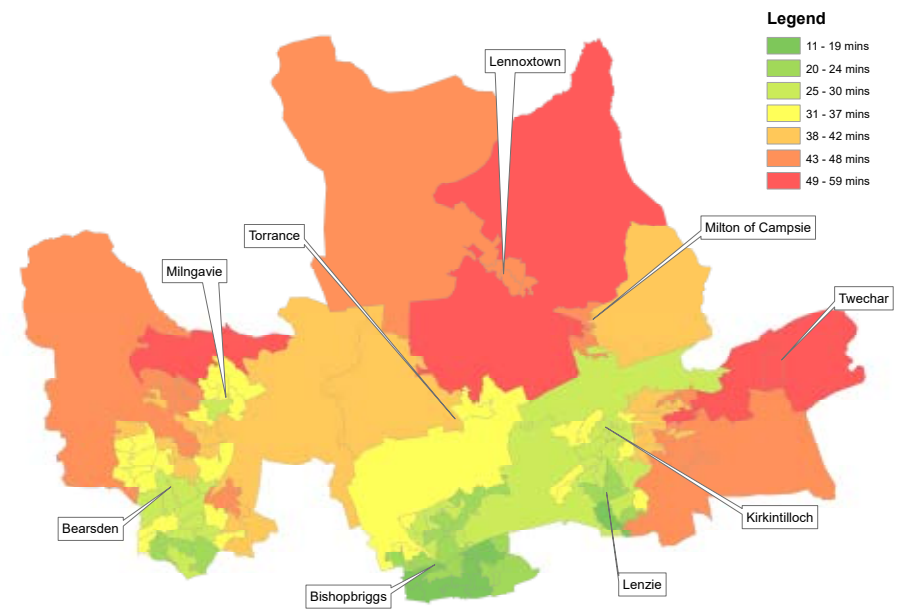
Minimum travel time (minutes) to a town centre by car



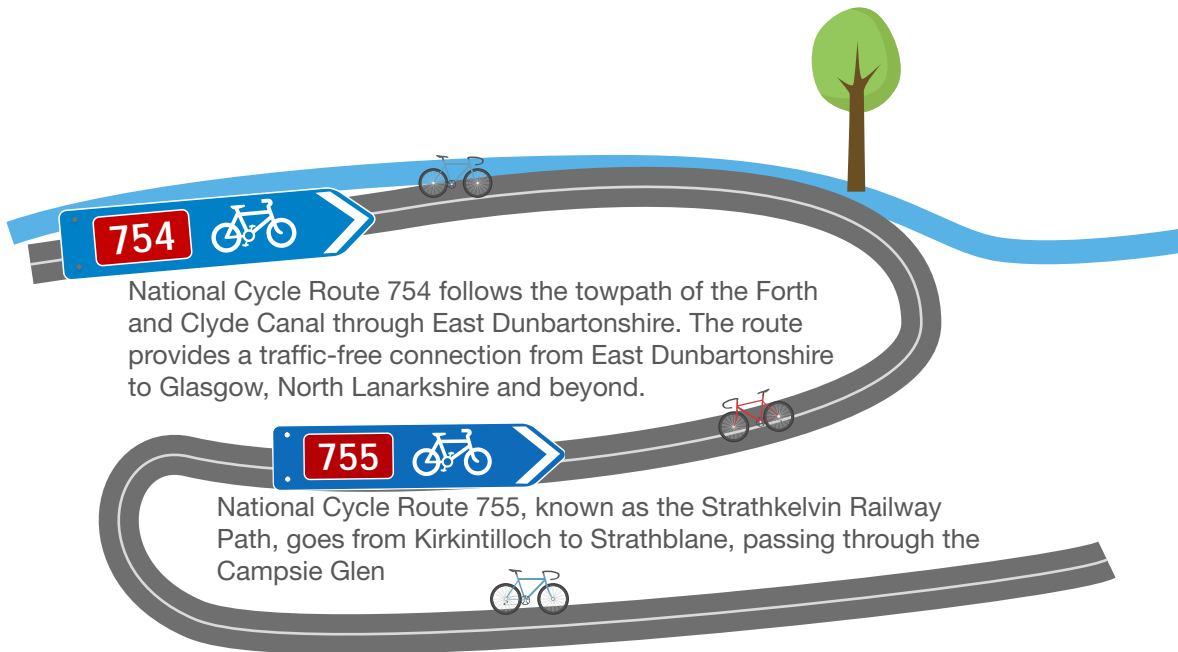
Minimum travel time (minutes) to a town centre by public transport (off peak)



Minimum travel time (minutes) to a hospital by car



Minimum travel time (minutes) to a hospital by public transport



National Cycle Route 754 follows the towpath of the Forth and Clyde Canal through East Dunbartonshire. The route provides a traffic-free connection from East Dunbartonshire to Glasgow, North Lanarkshire and beyond.

National Cycle Route 755, known as the Strathkelvin Railway Path, goes from Kirkintilloch to Strathblane, passing through the Campsie Glen

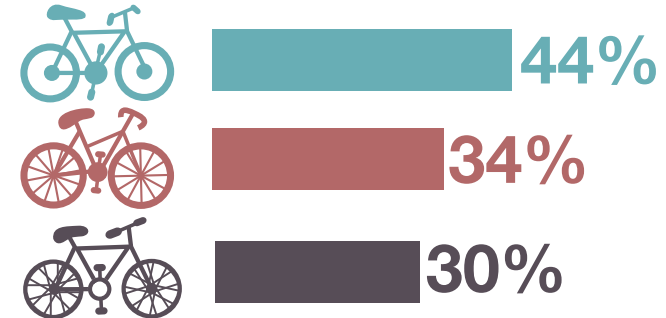
East Dunbartonshire has an attractive local cycling network. There is cycle parking available at town centres, stations and community facilities. Local cycling routes include:

Thomas Muir Heritage Trail
Hayston Loop
Bears Way

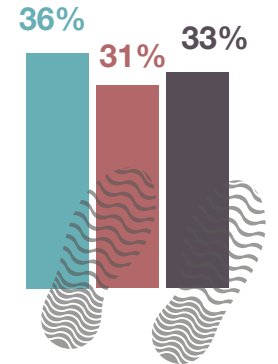
A number of longer distance routes run through East Dunbartonshire, providing enhanced walking and cycling opportunities. These routes include:

The start of the West Highland Way
John Muir Way
Clyde Coastal Path

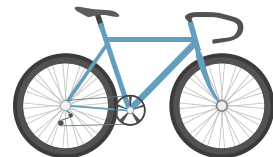
44% of East Dunbartonshire households have at least one bicycle available for private use. This is higher than the national and regional average, with the national average being **34%**.



36% of residents in East Dunbartonshire never walk as a mode of transport. This is higher than national (**31%**) and regional (**33%**) levels. The proportion of residents who walk to work is also lower in this area.

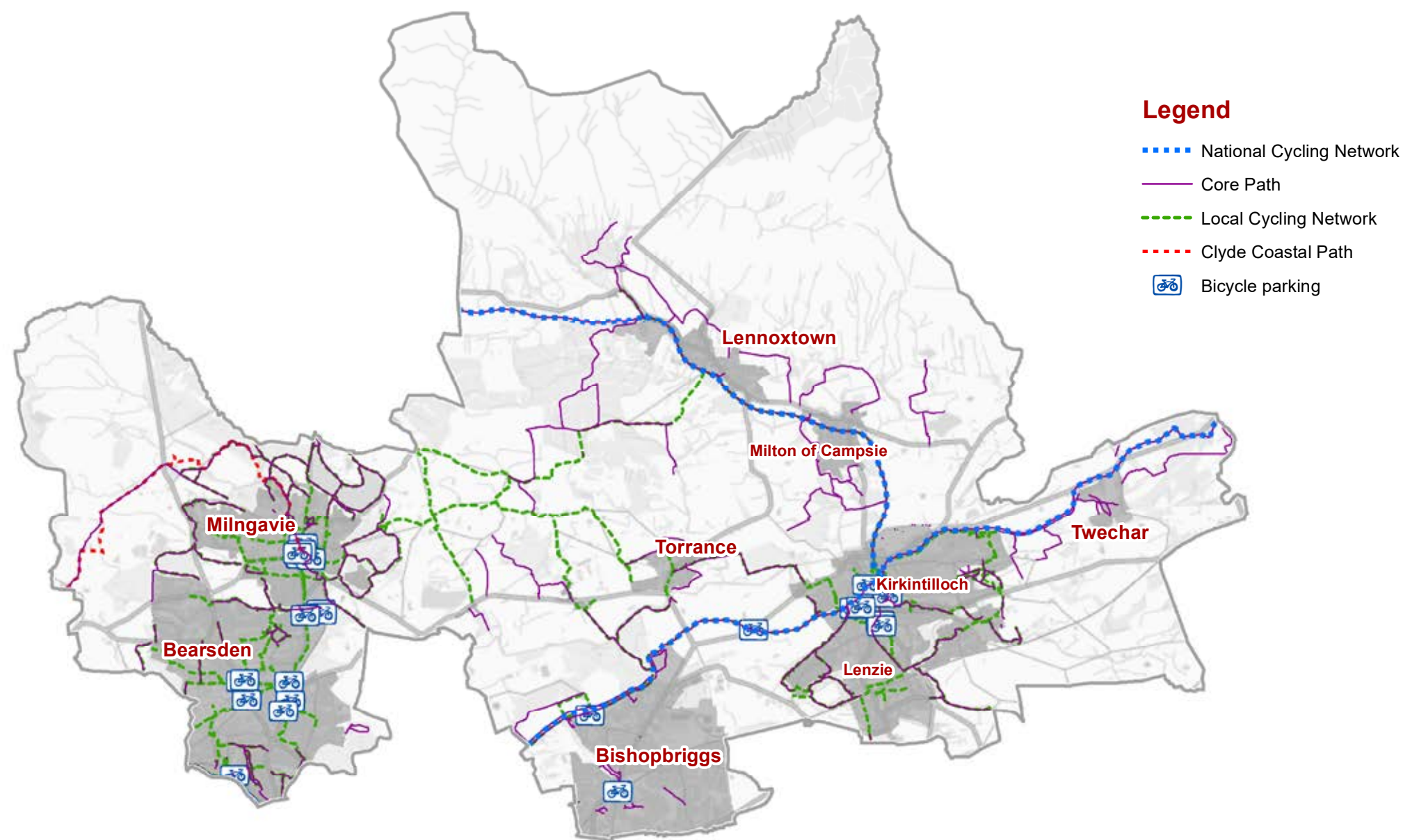


The Healthy Habits initiative in East Dunbartonshire is aimed at encouraging more people to walk and cycle for everyday journeys. Walking and cycling route maps are available throughout the authority and are also online to help people build walking and cycling into the daily routine.



Cycling is the main mode of travel for **0.7%** of East Dunbartonshire residents. This is lower than national and regional averages, with the national average being **1.5%**.

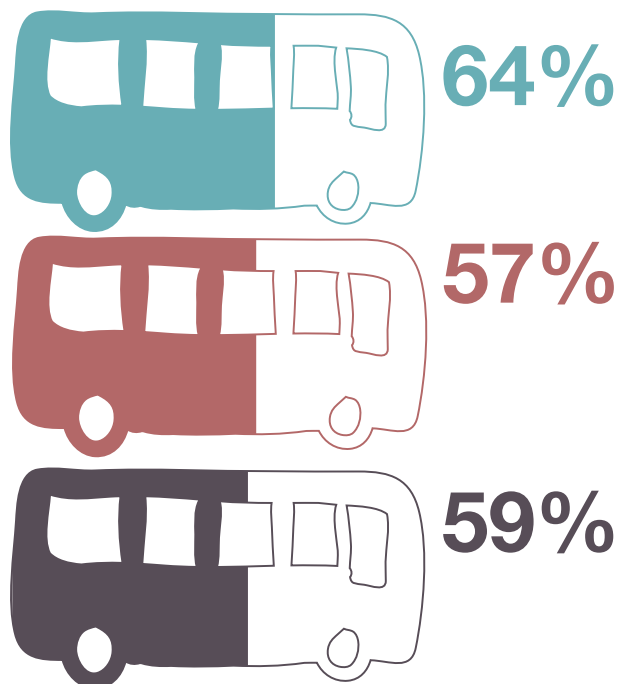
Current active travel network in East Dunbartonshire



64% of adults who live in East Dunbartonshire never use local bus services.

This is higher than regional (**59%**) and national (**57%**) levels.

Transport and Travel in Scotland (2017)

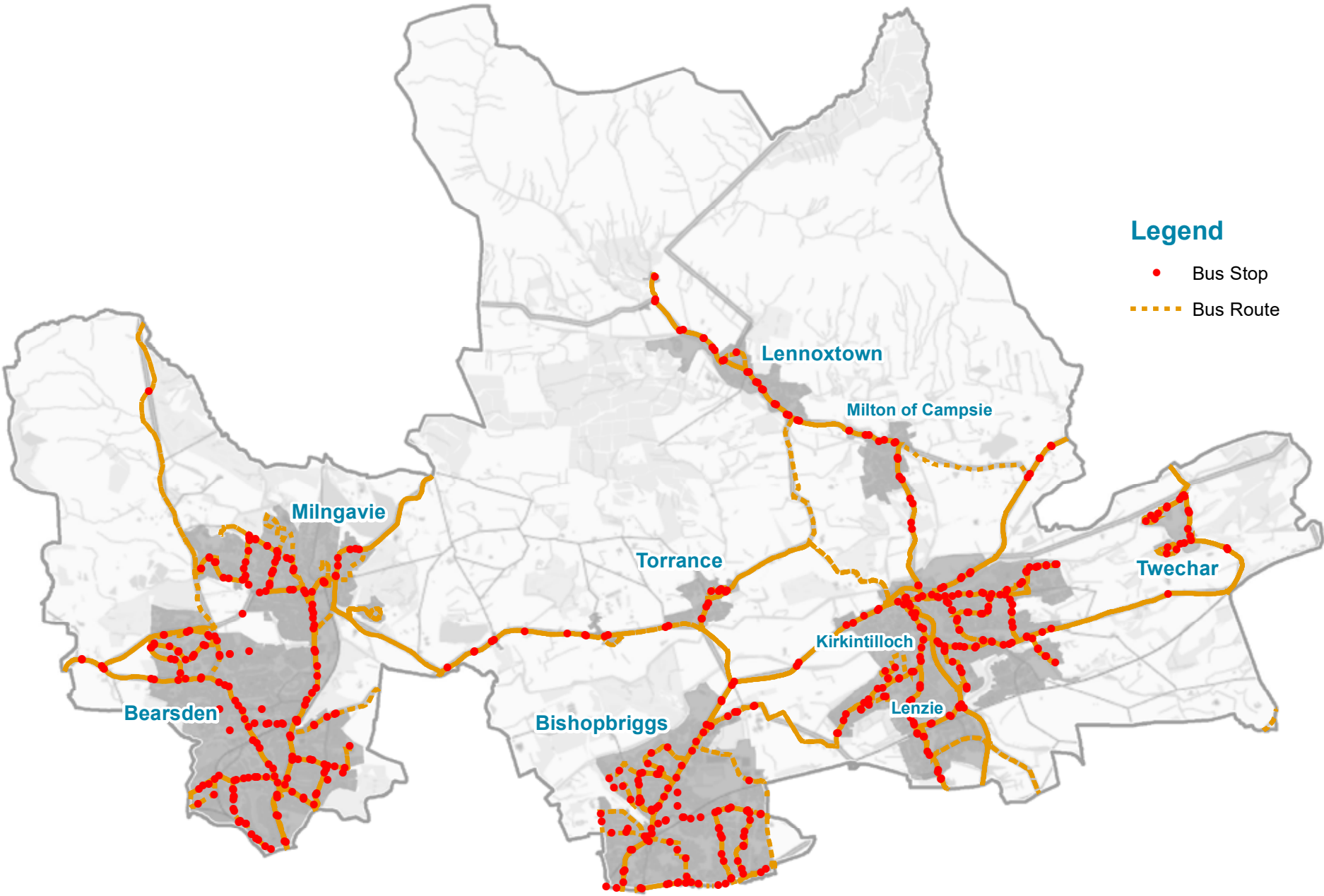


7.4% of adults who live in East Dunbartonshire travel to work by bus.

This level is lower than the national level of



Current bus network in East Dunbartonshire



Bishopbriggs and Lenzie

Bishopbriggs station and Lenzie station are situated on the main Edinburgh to Glasgow line.

The stations are predominantly served by two services an hour by trains which operate between Glasgow Queen Street and Alloa, Stirling and Dunblane.

The line was recently electrified as part of the Edinburgh Glasgow Improvement Programme, which has reduced journey times for services on these lines.

The Milngavie Line

Westerton, Bearsden, Hillfoot and Milngavie stations are all situated on the Milngavie branch of the North Electrics rail network.

The stations are predominantly served by four services an hour by trains which operate across the central belt of Scotland.

The performance of this line has been highlighted as an issue with it consistently being one of the poorest performing lines in Scotland over a number of years.

The majority of the line was reduced to single track in 1990 as part of the Yoker area resignalling works. A short section of double track exists between Bearsden and Hillfoot.

RAIL

Bishopbriggs 10 Cycle Park Spaces

- 772,256 entries and exits at Bishopbriggs station in 2017/18
- 8.7% increase since 2008/09
- 7.6% decrease since 2014/15

Lenzie 149 Car Park Spaces - 26 Cycle Park Spaces

- 885,596 entries and exits at Lenzie station in 2017/18
- 5.4% increase since 2008/09
- 4.5% increase since 2014/15

Westerton 110 Car Park Spaces - 14 Cycle Park Spaces

- 783,084 entries and exits at Westerton station in 2017/18
- 13.6% increase since 2008/09
- Minimal change since 2014/15

Bearsden 92 Car Park Spaces - 16 Cycle Park Spaces

- 542,322 entries and exits at Bearsden station in 2017/18
- 9% increase since 2008/09
- 5% decrease since 2014/15

Hillfoot 16 Car Park Spaces - 22 Cycle Park Spaces

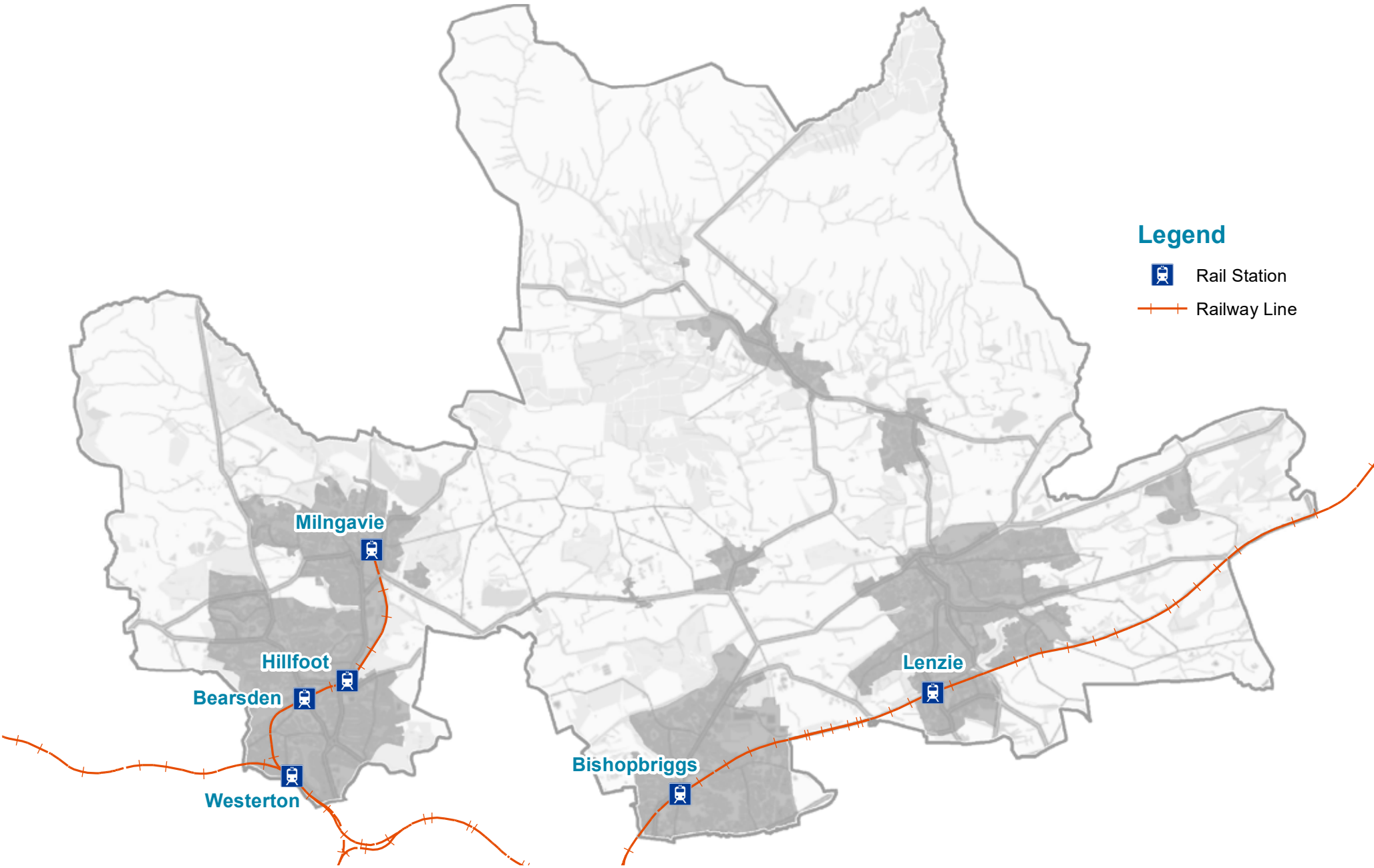
- 317,556 entries and exits at Hillfoot station in 2017/18
- 13.2% increase since 2008/09
- 2.9% decrease since 2014/15

Milngavie 134 Car Park Spaces - 28 Cycle Park Spaces

- 940,026 entries and exits at Milngavie station in 2017/18
- 11.2% increase since 2008/09
- 5.8% decrease since 2014/15

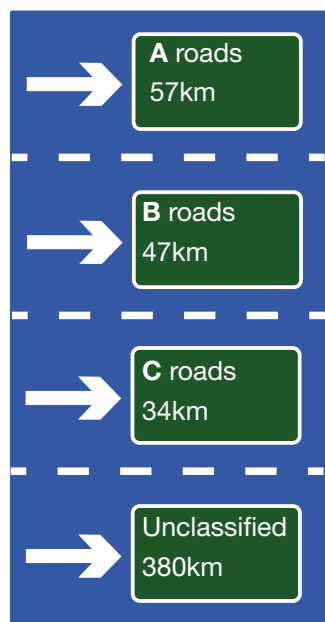
Office of Rail and Road (2019)

Current rail network in East Dunbartonshire



Road Lengths by Class

East Dunbartonshire has 518km of public roads including:



Electric Vehicle Charging

In addition to charge points in privately-owned locations, the Council has worked with Transport Scotland to install electric vehicle charging points in a number of locations for public use. These charging points are currently operating in rail station car parks and town centre car parks.

Live information on each charge point can be viewed online at: <https://chargeplacescotland.org/>

There are five Park and Ride facilities in East Dunbartonshire. These are at Lenzie, Westerton, Bearsden, Hillfoot and Milngavie rail stations.

There are a number of car parks available for public use in town centres which are operated by the Council.

In 2016, the Council introduced parking charges at seven town centre car parks to increase turnover of use.

The level of road traffic is increasing

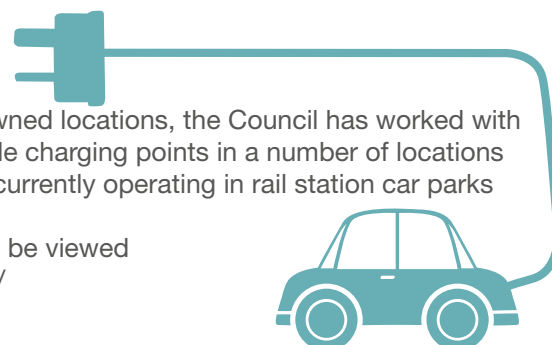
581 million vehicle kilometres were travelled on East Dunbartonshire roads in 2017 – the highest ever level.

Scottish Transport Statistics (2018)

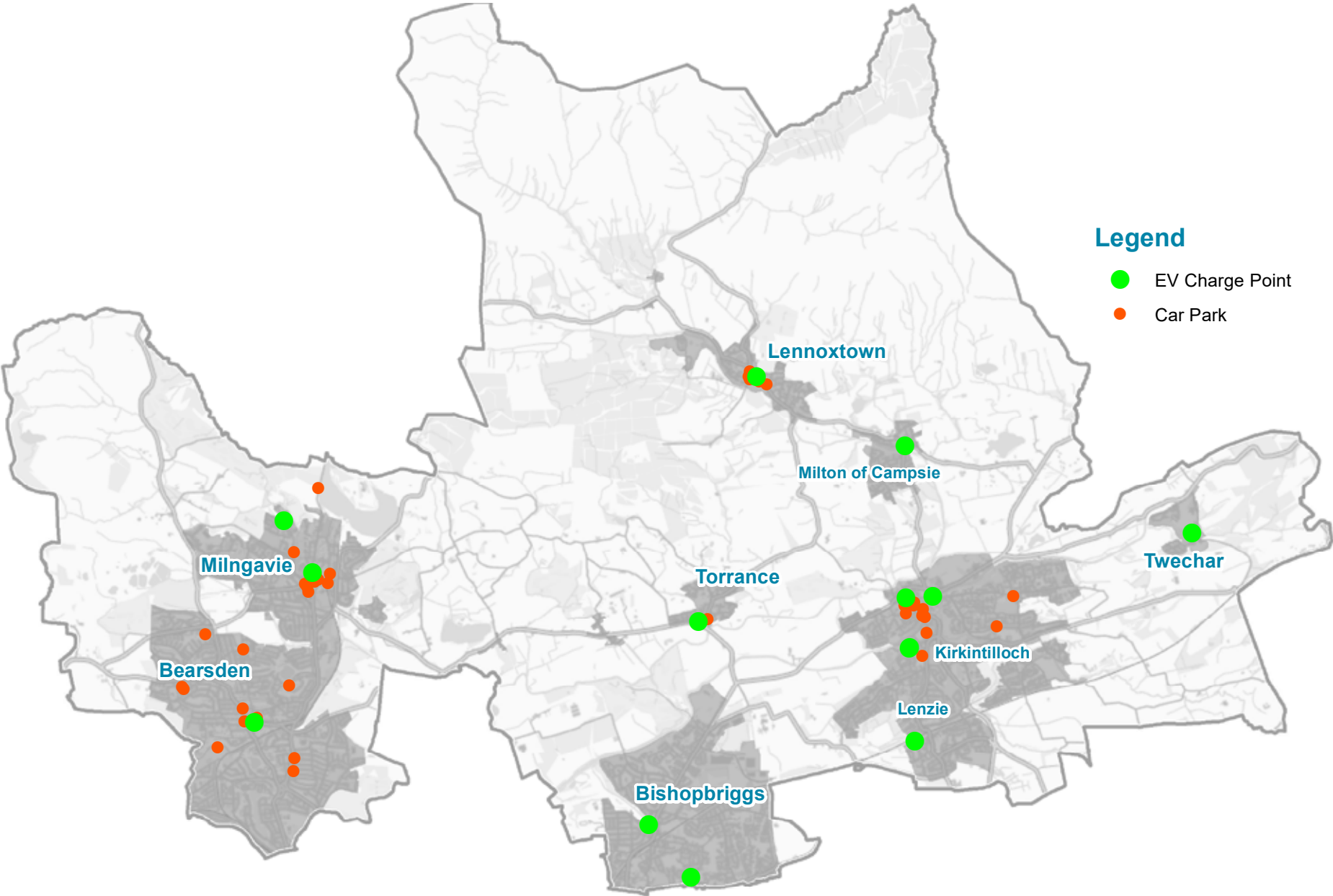
Recorded road accidents are decreasing

There has been a steady decline in the number of recorded road accidents occurring on East Dunbartonshire roads over the past decade. There were 88 recorded accidents in 2017, which is a 41% reduction since 2007.

Scottish Transport Statistics (2018)



Current roads and parking network in East Dunbartonshire



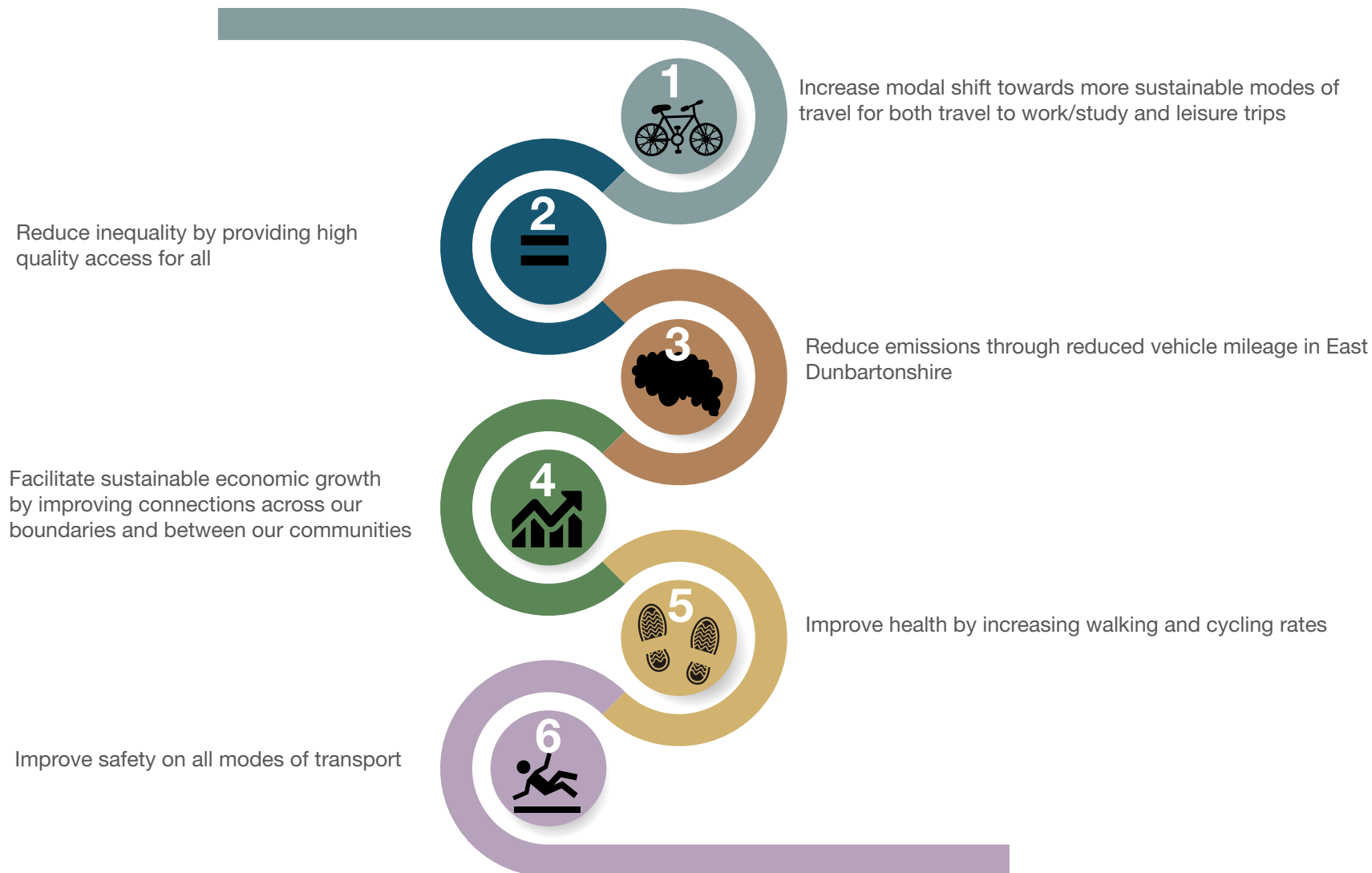


4. Transport Planning Objectives

The identified policy framework and outcomes set out in Section 3 and the evidence-based problems and opportunities for transport in East Dunbartonshire as identified in Section 4 have provided the foundations for setting the Local Transport Strategy Transport Planning Objectives.

Transport Planning Objectives then set the foundation for option generation as they ensure that options are aimed at providing solutions to the evidence-based problem or opportunity. Overall, the Transport Planning Objectives provide a clear set of aspirations for the Local Transport Strategy to work to achieve.

The following Transport Planning Objectives have been set for the Local Transport Strategy



1



Evidence for Objective

East Dunbartonshire has a lower than average proportion of trips made by sustainable transport. There is a high level of private car use in this area.

Key links to Policy

- National Transport Strategy 2
- Regional Transport Strategy
- Cleaner Air for Scotland
- Low Carbon Scotland: Meeting our Emissions Reduction Targets

2



Evidence for Objective

Economic barriers to access can exist for some groups in our society, especially those who are unemployed, low paid or live in areas of deprivation.

Physical barriers to accessing the network also exist for different groups of people in our society.

Key links to Policy

- National Transport Strategy 2
- Scotland's Economic Strategy
- Regional Transport Strategy
- Regional Economic Strategy
- Economic Development Strategy
- Local Outcomes Improvement Plan and Place Plans
- Cleaner Air for Scotland
- Low Carbon Scotland: Meeting our Emissions Reduction Targets

3



Evidence for Objective

The total number of vehicle miles travelled on East Dunbartonshire roads is currently at its highest ever level.

The proportion of local residents who travel by vehicle is higher than national and regional averages

Key links to Policy

- National Transport Strategy 2
- Cleaner Air for Scotland
- Low Carbon Scotland: Meeting our Emissions Reduction Targets
- Regional Transport Strategy
- Carbon Management Plan

4



Evidence for Objective

East Dunbartonshire has an educated and highly skilled population. Coupling this with its ideal location makes it a great place for inward investment. An effective transport network can help enable this economic development.

Key links to Policy

- National Transport Strategy 2
- Scotland's Economic Strategy
- Regional Economic Strategy
- Economic Development Strategy

5



Evidence for Objective

The levels of walking and cycling for everyday journeys in East Dunbartonshire is lower than the national and regional averages.

Key links to Policy

- National Transport Strategy 2
- A Long Term Vision for Active Travel in Scotland 2030
- National Walking Strategy
- Cycling Action Plan for Scotland
- Regional Transport Strategy
- Active Travel Strategy

6



Evidence for Objective

Safety is paramount for an accessible, effective transport network. The number of recorded accidents on East Dunbartonshire's roads has steadily been decreasing over the past decade. It is important to maintain this progress for the safety of all road users.

Key links to Policy

- National Transport Strategy 2
- Scotland's Road Safety Framework
- Regional Transport Strategy
- Local Outcomes Improvement Plan

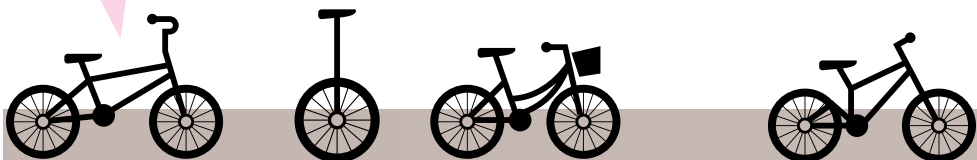


5. Roles and Responsibilities

Active Travel

The Scottish Government sets the budget for active travel through the Programme for Government. This budget is directed to a number of organisations to organise spend on walking and cycling projects in Scotland. A host of organisations can apply for this funding to deliver projects, including East Dunbartonshire Council.

Sustrans Scotland, the national walking and cycling charity receives and distributes the majority of the budget for infrastructure projects. Transport Scotland also distributes some money for projects through its Cycling, Walking Safer Streets (CWSS) programme. Money is also directed to behaviour-change projects through the Smarter Choices Smarter Places Fund, which is administered by walking charity Paths for All.

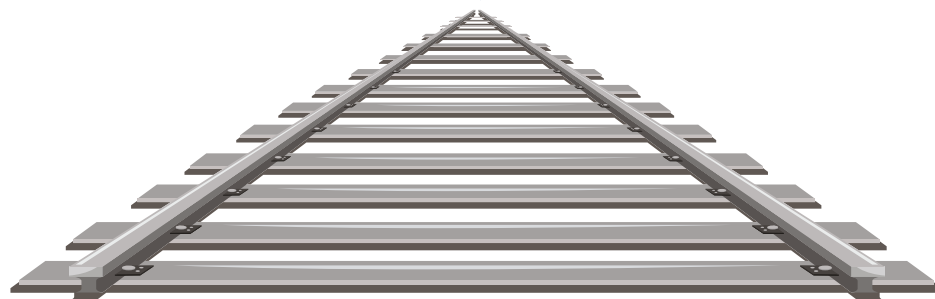


Rail

The vast majority of rail services in Scotland are operated by ScotRail under a franchise agreement from the Scottish Government. ScotRail operates over 2,400 services a day with over 97 million passengers on board in 2017-18. The franchise agreement sets a number of standards for ScotRail to achieve on service performance and station and train maintenance.

The rail infrastructure including tracks and signals is owned and operated by Network Rail. In Scotland, Network Rail generate income from direct grants from the Scottish Government, charges levied on train operators and income from their commercial estate.

Funding for rail projects in Scotland is controlled by Transport Scotland and potential projects have to follow the Government's approval process as set out in the Rail Enhancements and Capital Investment Strategy.



Transport Scotland is an Executive Agency within the Scottish Government. It is responsible for delivering the Scottish Government's national transport agenda.



All rail services in Scotland are operated by ScotRail apart from services that cross the border to England. ScotRail operates under a franchise agreement from the Scottish Government.



Network Rail is a public sector company that owns and operates the rail infrastructure in Scotland which includes: track, bridges and signals.

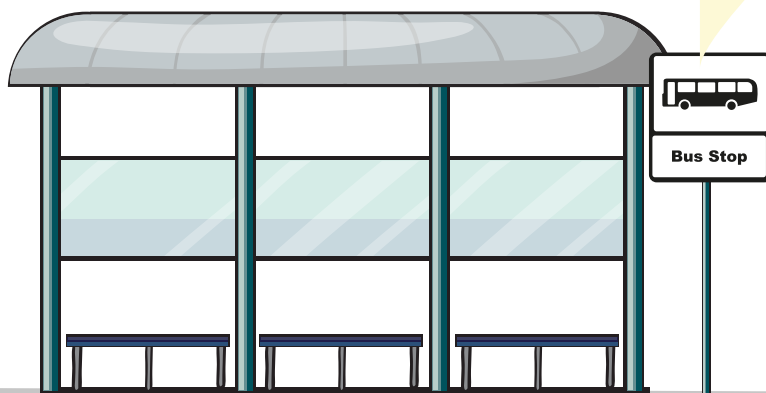
Bus

It is the responsibility of the commercial market to operate local bus services in Scotland. Where a commercial service is not in operation and where it is deemed that there is a socially-necessary need for a service, a local transport authority can provide a financial subsidy in order to deliver a bus service for that area.

For East Dunbartonshire and the Strathclyde area, the local transport authority is SPT. Therefore, where a commercial service is not currently in operation, SPT can potentially provide subsidies to secure services.

SPT maintains and upgrades bus-waiting facilities such as stops, shelters and information stands across East Dunbartonshire under a contract agreement with the Council.

SPT also operates the MyBus service, which is a demand-responsive transport service - meaning it can help people access local facilities as and when they require.



Roads

All trunk roads in Scotland are managed by Transport Scotland. All local roads are managed by the relevant roads authority. As there are no trunk roads in East Dunbartonshire, all public roads are managed by East Dunbartonshire Council.

Duties for the Council under the Roads (Scotland) Act 1984 include:

- Road and footway safety measures
- Works to protect against natural dangers (e.g. drainage to protect against flooding)
- Provision of appropriate street lighting
- Implementation of traffic calming measures

Parking

In 2014, the Council obtained Decriminalised Parking Enforcement powers. This enables the Council to administer its own parking penalties, including the issuing of Penalty Charge Notices to vehicles where parking restrictions are in place. The Council now operates this parking enforcement and directs any additional income to roads and transport improvements. However, enforcement of certain parking offences such as obstructive or dangerous parking remains the responsibility of Police Scotland.



Many bus services in East Dunbartonshire are operated on a commercial basis by a number of individual operators



Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the West of Scotland Region. SPT's role involves planning and delivering regional transport solutions in conjunction with member Councils and industry partners.



East Dunbartonshire Council is the local authority and the Roads Authority. As Roads Authority the Council has a duty to provide a safe local road network. The Council also works with partners to deliver sustainable transport projects.

East Dunbartonshire Council - Local Transport Strategy
Transport Options Report 2018



East Dunbartonshire Council

Draft Local Transport Strategy 2020-2025



6. Consulting on the Local Transport Strategy

Transport Options Report

11 week consultation
December 2018 –
February 2019

Over 400 people engaged in eight drop-in sessions and community council meetings. A Schools Planning and Transport Conference was held which engaged young people in the process from three local secondary schools.

Over 230 responses were received through this process on a number of topics. The results were used to inform the development of the Draft Local Transport Strategy.



Local Transport Strategy 2020-2025

Draft Local Transport Strategy

8 week consultation
September –
November 2019

Over 170 people engaged in five drop-in sessions and community council meetings. School pupils were involved to show how the process was progressing and allow them a final chance to get involved.

This consultation sought final comments to help the Council produce a final Local Transport Strategy. Comments informed the delivery plans of actions in Section 7. Full analysis of all the consultation responses can be viewed in the Background Report



7. Action Plan



The Local Transport Strategy Action Plan outlines what will be progressed to achieve the Transport Planning Objectives. The Action Plan has been developed and built on the Transport Options Report.

The Action Plan includes:

- A description of the action
- How the action will work towards achieving the Transport Planning Objective(s)
- How the action will be delivered by the Council and external funding and delivery partners and;
- The timescale for progressing the actions.

The timescales for progressing the actions are grouped into:

- Ongoing (will be progressed on an ongoing basis)
- Short-term (1-2 years)
- Long-term (3-5+ years)

The actions are presented in the local community area they relate to. In addition, there are a number of actions which are applicable to the whole area and these are presented together as Area Wide Actions.

The actions are also further categorised into themes of:

- Active travel 
- Public transport 
- Roads 
- Parking and; 
- Town improvements 



Area Wide



National and Regional Transport Network

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>1. Contribute to the development of national and regional transport strategies and legislation</p> <p>A number of national and regional transport strategies and legislation are coming forward with potential implications for public transport provision and wider implications for transport in this area.</p>	<p>These strategies are likely to collectively contribute to all of the Transport Planning Objectives.</p>	<p>The Council will contribute to the development of:</p> <ul style="list-style-type: none"> • National Transport Strategy 2 • Transport (Scotland) Act 2019 secondary legislation • Strategic Transport Projects Review 2 • Regional Transport Strategy <p>The Council will contribute through direct consultation responses but also through the Regional Transport Strategy Working Group and City Region Working Groups on Transport and Connectivity and the Transport Appraisal Group.</p> <p>Potential funding and delivery partners: Transport Scotland and SPT.</p>	<p>Short-term</p>
<p>2. Continue to support transport improvements that benefit East Dunbartonshire by improving the connectivity of the City Region</p> <p>The Glasgow City Region is an area made up of eight local authority areas including East Dunbartonshire.</p>	<p>4 - Improving connectivity to and from the City Region can stimulate economic growth in central Scotland which can benefit East Dunbartonshire residents.</p>	<p>The Council will continue to liaise with other City Region authorities and Transport Scotland on planned transport improvements and will highlight the benefits to East Dunbartonshire residents.</p> <p>Potential funding and delivery partners: SPT, Transport Scotland and Glasgow City Region</p>	<p>Long-term</p>

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>3. Ensure that transport and travel planning carried out by the Council is in line with the Local Transport Strategy's Transport Planning Objectives</p> <p>The operation of Council services results in significant movement of people across the authority area. This includes: the workforce travelling between places of work, parents and teachers travelling to and from schools and members of the public travelling to access services.</p>	<p>It is intended that by the Council taking this approach, all future transport and travel planning will contribute to the delivery of the six Transport Planning Objectives</p>	<p>The Council will use a number of methods to deliver this action including:</p> <ul style="list-style-type: none"> • Delivering school travel plans • Producing a Council Workplace Travel Plan • Encouraging employers to deliver workplace travel plans • Promoting activities for Council staff including Healthy Working Lives Events, Staff Travel Events, and participation in national initiatives such as the Workplace Journey Challenge • The Council will grow the Pool Bike fleet at Council buildings to allow employees to travel by bike for work related journeys • Continuing to operate a 'smart-working' approach which reduces the need for some Council staff to travel • Prioritising active and sustainable travel through the Local Development Plan process and through planning applications at the Development Management stage • Consideration of the most efficient way of providing bus and taxi services for transporting groups to services 	<p>Ongoing</p>

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
4. Provision of low-level cycle signals at traffic signals and at carriageway crossings where appropriate This provides signals at cyclists' eye level and can include separate signal phases for cyclists at junctions.	1 – Improved infrastructure can encourage more people to cycle. 5 – Improved infrastructure can encourage more people to cycle. 6 – This can improve safety for cyclists by ensuring the information they require is at eye level and specific to them.	The Council will work to identify appropriate locations for such signals and implement them in line with planned upgrades. The Council will assess each location on its merits for including detection systems with the ability to detect cyclists as well as other forms of traffic.	Ongoing
5. Provision of Advanced Stop Lines with lead-in cycle lanes at signal controlled junctions where appropriate Advanced Stop Lines provide designated areas for cyclists to sit in front of vehicle traffic at signal controlled junctions. They provide cyclists a visible and practical advantage by giving them positional priority at junctions.	1 – Improved infrastructure can encourage more people to cycle. 5 – Improved infrastructure can encourage more people to cycle. 6 – Advanced Stop Lines can provide significant safety benefits to cyclists especially those who are turning right at junctions and can therefore position themselves safely.	The Council will continue to work to identify appropriate locations for Advanced Stop Lines and implement them in line with planned junction and surface upgrades.	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
6. Deliver the Active Travel Strategy <ul style="list-style-type: none"> Deliver the Active Travel Strategy (ATS) actions including: ATS 1.13 – Creation of an East Dunbartonshire circular route ATS 1.14 – Improve access by active travel to green network/open spaces ATS 1.15 – Permit cycling in all EDC parks on a ‘Share with care’ principle ATS 1.16 – Provide secure cycle storage at rail stations and town centres ATS 1.17 – Deliver the Local Development Plan and associated planning guidance to ensure robust planning policy is in place for sustainable transport as part of development ATS 1.19 – 20mph zones ATS 1.20 – Signage improvements ATS 1.21 – Maintenance ATS 1.22 – Crossing improvements ATS 2.1 – Ensure all primary and secondary schools provide School Travel Plan or Active Travel Co-ordinator ATS 2.2 – Continuation and expansion of primary schools in EDC delivering Bikeability Scotland Level 2 training. ATS 2.3 – Encourage primary and secondary school in East Dunbartonshire to achieve the ‘Cycle Friendly School Award’/support an Active Travel Champion ATS 2.4 – Educate the school community on active travel by incorporating into the school curriculum ATS 2.5 – Encourage participation in national events such as Walk to School Week ATS 2.6 – Minimal car access to all new build schools ATS 2.7 – Provision of funded personnel to deliver school active travel plans and implementation of actions 	<p>1 – The ATS aims to increase the levels of active travel for both functional and leisure trips in East Dunbartonshire through delivering enhanced infrastructure and behaviour change initiatives.</p> <p>2 – Walking and cycling are the most affordable modes of travel, therefore improving the active travel offer will have a greater proportional benefit for those groups on lower incomes.</p> <p>3 – Making active travel more attractive can reduce the number of everyday journeys taken by car and therefore reducing emissions.</p> <p>4 – Improving the active travel connections across our boundaries can increase the number of people travelling actively from the City Region to East Dunbartonshire with additional benefits the visitor economy can bring. Specifically, the creation of the East Dunbartonshire circular loop route can deliver an exciting tourism opportunity with associated benefits for economic development in the area. Improving the active travel connections within and between our communities can encourage more people to travel actively throughout East Dunbartonshire for recreation and leisure as well functional trips.</p> <p>5 – The ATS aims to increase the levels of active travel for both functional and leisure trips in East Dunbartonshire through delivering enhanced infrastructure and behaviour change initiatives.</p> <p>6 – Several actions within the ATS are designed to make active travel a more attractive option by improving the safety of these modes of travel.</p>	<p>These actions will be delivered in line with the approach as set out in the Active Travel Strategy 2015-2020.</p>	<p>In line with the timescales set out in the Active Travel Strategy</p>

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<ul style="list-style-type: none"> • ATS 2.8 – Provide major employers in East Dunbartonshire with relevant information to assist with developing Workplace Travel Plan or appointing an active travel co-ordinator/champion • ATS 2.9 – Promote cycle friendly employer status for East Dunbartonshire employers • ATS 2.10 – Assist employers to support/designate an active travel ambassador or a workplace cycling instructor • ATS 2.11 – Promote adult and commuter cycle training to businesses • ATS 2.12 – Promote dedicated workplace active challenges to local employers • ATS 2.13 – Encourage/assist businesses to send employees on a cycle ride leader course • ATS 2.15 – Continue Healthy Habits programme and develop across East Dunbartonshire • ATS 2.16 – Produce pocket size active travel route guides • ATS 2.17 – Develop an annual ‘programme of active travel events’ calendar • ATS 2.18 – Pilot dedicated walking groups to promote short-distance routes • ATS 2.19 – Encourage schools, businesses and community groups to ‘befriend’ sections of local active travel routes 			

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
7. Produce a new Active Travel Strategy	The new Active Travel Strategy will be developed to align with the TPOs of this strategy and ensure more journeys are made by walking and cycling, which will contribute to modal shift, reduced inequality, reduced emissions, economic development and improved safety for travelling on foot and by cycle.	<p>The Council has a current Active Travel Strategy 2015-2020. Action 6 of this Local Transport Strategy carries forward the Active Travel Strategy actions to ensure a consistent approach is taken to increasing the levels of walking and cycling.</p> <p>A new Active Travel Strategy will be developed to plan further improvements that can be made to improve connections within East Dunbartonshire and connections to neighbouring areas, especially Glasgow.</p> <p>A robust and thorough process will be followed in developing a new Active Travel Strategy. This will include carrying out route audits and early engagement. The early engagement will involve extensive option generation with local communities and stakeholders.</p> <p>In an evolving transport policy context, both nationally and regionally working towards reducing transport's contribution to climate change and encouraging people to travel in a healthier way, it is important that the Council continues the momentum to make active travel a more attractive and safe travel option for all.</p> <p>A new Active Travel Strategy will therefore require the Council to deliver an ambitious approach, committing to delivering safe and accessible walking and cycling connections to town centres, areas of employment and public transport links, as well as projects to facilitate behaviour change. Various steps in the process to develop a new Active Travel Strategy will be used to identify appropriate and ambitious locations for delivering segregated walking and cycling routes to ensure people of all ages and abilities can travel in a sustainable and healthy way.</p>	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
8. Continue to deliver bus stop and shelter improvements across East Dunbartonshire in partnership with SPT	<p>1 – Improving waiting facilities can make bus a more attractive travel option.</p> <p>2 – Improving access to the waiting facilities and making it easier to access the bus, e.g. high access kerbs will reduce inequality.</p> <p>3 – Making bus a more attractive option can attract more people to use this mode for some journeys otherwise made by private vehicles.</p> <p>5 – The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase the levels of walking and cycling in East Dunbartonshire.</p> <p>6 – Improving lighting and waiting facilities can help improve the perception of safety for bus travel.</p>	<p>This action will be delivered in partnership with SPT throughout the lifetime of the strategy.</p> <p>SPT operate under a contract agreement with the Council and the work involves identifying stops and shelters to be upgraded and delivering the improvements.</p> <p>Potential funding and delivery partners: SPT.</p>	Ongoing
<p>9. Deployment of Real Time Passenger Information (RTPI) systems across East Dunbartonshire</p> <p>RTPI units display predicted times of arrival of bus services that are scheduled to operate at that stop.</p> <p>The RTPI system also provides enhanced data on the performance of the local bus network.</p>	<p>1 – Improving the quality of information available at bus waiting facilities can make bus a more attractive travel option.</p> <p>3 – Making bus a more attractive option can attract more people to use this mode for some journeys otherwise made by private vehicles.</p> <p>5 – The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase levels of walking and cycling in East Dunbartonshire.</p>	<p>The Council will identify appropriate areas for deploying the RTPI infrastructure.</p> <p>The Council will work with SPT to fund and deliver this action in line with SPTs work on a regional RTPI system.</p> <p>The Council will maintain the new and current infrastructure to ensure the information displays are kept in good working order.</p> <p>Potential funding and delivery partners: SPT.</p>	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
10. Support greater integration between bus and rail This includes: Identifying potential locations where synchronisation of bus and rail timetables is feasible Promote existing integrated ticketing options such as the ZoneCard and support a region-wide integrated ticketing scheme.	1 – Making it easier to move between different modes of public transport can ensure public transport is a more attractive travel option. 2 – Improving the quality of public transport will reduce inequality especially for those who rely on public transport to move around. 3 – Making public transport a more attractive option can attract more people to use it for some journeys otherwise made by private vehicles. 4 – Enhancing the integration of services can improve connections to key economic centres within and out with East Dunbartonshire. 5 - The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase levels of walking and cycling in East Dunbartonshire.	The Council will work with SPT, bus operators and rail operators to identify how bus and rail timetables can be synchronised better to ensure a more joined up journey is available. SPT operate the ZoneCard in the Strathclyde region, which can be used on bus and rail journeys. The Council will work with SPT to promote use of this scheme as well as advancing technologies for ticketing integration across modes and operators. Potential funding and delivery partners: SPT, local bus operators and ScotRail.	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>11. Work in partnership with the third sector and external organisations to develop options for improving Community Transport in East Dunbartonshire</p> <p>Community Transport is a community led transport solution allowing people to stay independent, including offering older people and groups an opportunity to access local services and community events.</p> <p>Community Transport services are not run for profit ensuring it can be a low-cost solution.</p>	<p>2 – Community Transport can have significant benefits for those groups of people who find it hard to access the transport network either through physical or economic barriers. Developing options to increase the offer of Community Transport in this area can reduce inequality for those groups.</p> <p>3 – The availability of Community Transport services can reduce the number of vehicle trips made by individuals to local services and community events.</p>	<p>The Council will work in partnership to develop options for improving Community Transport in East Dunbartonshire. Community Transport is community led, therefore, the third sector will be leading on the project with support from the Council, SPT and the Health and Social Care Partnership (HSCP).</p> <p>This will aim to identify potential resources that can be used for Community Transport as well as identify the potential users of such services.</p> <p>An Action Plan will be developed to set out how the Community Transport offer can be improved across the authority area.</p> <p>Potential funding and delivery partners: EDVA, HSCP and SPT.</p>	Short-term
<p>12. Establish an East Dunbartonshire Travel Survey</p> <p>A Travel Survey can provide details on travel behaviours which will provide further evidence on the transport network and inform the development of future strategies.</p>	<p>1 – The results of the survey can inform future actions to enable a shift to sustainable transport.</p> <p>5 – The results of the survey can inform future actions aimed at increasing the levels of walking and cycling.</p>	<p>The Council will identify a suitable week to conduct the first East Dunbartonshire Travel Survey. The survey will be conducted via short on-street and online questionnaires.</p> <p>The questionnaire will gather information on current travel behaviours as well as gather opinions on potential actions that could encourage people to use public transport, walk or cycle more.</p> <p>The Council currently relies on external data sources such as the Scottish Household Survey for this information however the quantity and quality of data can vary from year to year.</p> <p>The Travel Survey week will be carried into future years to deliver an ongoing monitoring stream with direct benefits to the Council and future strategies on transport for East Dunbartonshire.</p> <p>Potential funding and delivery partners: Paths for All.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>13. Work with stakeholders to improve the accessibility of healthcare services</p> <p>The consultation highlighted that accessing healthcare without a car can be difficult, expensive and time consuming.</p>	<p>2 – Improving the accessibility of vital healthcare services can help reduce social exclusion and ensure that all groups have access to healthcare which can benefit their health and wellbeing.</p>	<p>The Council will work with stakeholders including SPT, local bus operators and the Health and Social Care Partnership to assess options for improving the provision of services to key healthcare facilities.</p> <p>Consultation responses highlighted the Queen Elizabeth University Hospital and Stobhill Hospital as requiring better transport options to/from East Dunbartonshire.</p> <p>The Community Transport action in this action plan (action number 11) may also provide solutions for individuals who face problems accessing healthcare facilities.</p> <p>Potential funding and delivery partners: SPT, local bus operators and HSCP</p>	Ongoing
<p>14. Maintain a close relationship with SPT and bus operators to continue to encourage the provision of local bus services in East Dunbartonshire.</p> <p>It is the duty of the commercial market in Scotland to operate local bus services. Where a commercial service is not in operation, and it is deemed there is a social need, SPT can provide a subsidy in order to provide a service.</p>	<p>1 – Retaining the existing bus network is an important foundation for growing bus patronage and service provision in the future to ensure bus travel is an attractive travel option.</p> <p>3 – Making bus a more attractive option can attract more people to use this mode for some journeys otherwise made by private vehicles.</p>	<p>The Council will work with SPT and local bus operators to continue to highlight the importance of existing local services to the people of East Dunbartonshire and assess ways in which the current provision can be protected and enhanced.</p> <p>The Council will work with SPT to consider the opportunities for local bus service provision contained within the Transport (Scotland) Act 2019. This will include assessing the opportunities for integrating enhanced partnership working with bus operators and the bus infrastructure actions detailed throughout this Strategy's action plan.</p> <p>Potential funding and delivery partners: SPT and local bus operators.</p>	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>15. Investigate the feasibility of introducing a Car Club in East Dunbartonshire</p> <p>A car club is a membership based scheme that provides members access to a pool of vehicles that can be accessed on a pay-as-you-go system. These vehicles can be accessed at any time and are available from dedicated spaces near to residential and employment areas.</p>	<p>2 – Access to a car club reduces the cost of car travel for individuals, as the vehicle operating costs are shared among the members which saves individuals expense on MOTs, repairs, and services etc.</p> <p>3 – If a car club was available it could reduce the number of privately owned vehicles travelling shorter journeys.</p> <p>4 – Having the ability to access a vehicle through a car club can open up opportunities for individuals to access employment where little or no public transport provision is available.</p>	<p>The Council will develop work on the feasibility of introducing a Car Club in this area.</p> <p>The feasibility study will assess the potential demand for such a club for East Dunbartonshire residents and those who work in the area. The study can also assess suitable locations for safe and secure car club parking locations.</p> <p>In addition, the study will also assess bike sharing options in the area. This work will feed into Actions 1 and 2 of this strategy, with the Council working with SPT on the new Regional Transport Strategy and neighbouring authorities to increase connectivity of the Glasgow City Region.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>16. Deliver an annual programme of work to reduce vehicle idling and monitor vehicle emissions</p> <p>Vehicle idling is where the engine is left running when the vehicle is stationary. This causes pollutants to be produced including: carbon dioxide, nitrogen dioxide, carbon monoxide and hydrocarbons.</p> <p>Vehicle emissions can be tested through spot checks at the roadside.</p>	<p>3 – Regularly carrying out engine idling patrols will ensure emissions are reduced across the authority. This can be an immediate solution but is also part of an important education programme regarding emissions and the associated health impacts.</p> <p>Encouraging vehicles with more efficient engines can help reduce related emissions in this area.</p>	<p>The Council will deliver an annual awareness raising programme regarding vehicle idling and carry out enforcement of idling on an ongoing basis.</p> <p>The Council will raise awareness through extensive promotional work which will include social media campaigns, mailing internal staff and by erecting effective signage.</p> <p>Environmental Health officers will operate spot checks at targeted locations where vehicle idling offenders can be issued with fixed penalty notices.</p> <p>The Council will work with Police Scotland, North Lanarkshire Council and South Lanarkshire Council to carry out vehicle emissions testing. Fixed penalty notices are served on vehicles failing the appropriate emissions standards.</p> <p>Potential funding and delivery partners: Police Scotland, North Lanarkshire Council and South Lanarkshire Council.</p>	Ongoing
<p>17. Improve the efficiency of the Council's fleet</p> <p>Continue to operate a 3-5 year vehicle lease replacement programme with minimum Euro 6 engine standards.</p> <p>Increase the size of the Council's electric vehicle fleet with enhanced capacity for electric vehicle charging points.</p>	<p>1 – Increasing the size of the Council's electric fleet will allow a greater number of Council employees to travel more sustainably as part of their day-to-day work.</p> <p>3 – Improving the efficiency of the Council's fleet will reduce emissions by ensuring a higher standard of engine is used for Council vehicles.</p>	<p>The Council will continue to operate its vehicle lease replacement programme and work towards increasing the proportion of Council vehicles which are electric.</p>	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>18. Supply Fuel Efficient Driver Training</p> <p>Training sessions can educate Council employees on how to drive more efficiently.</p>	<p>3 – The Council has a large fleet of cars, vans and HGVs which are required to be used to deliver a number of important services. Educating employees on the most efficient way to operate the fleet can reduce emissions and ensure the efficiency of the Council's fleet operation is increased. This can have additional benefits for people driving their own vehicles outside of working hours.</p>	<p>The Council has received funding from the Scottish Government for a trial period of the training scheme. This trial period will allow 50 employees to receive the training with the potential for further sessions following the trial.</p> <p>Potential funding and delivery partners: Scottish Government.</p>	Short-term
<p>19. Build on the Council's ECO Stars fleet recognition scheme</p> <p>ECO Stars encourages and helps operators of HGVs, buses, coaches, vans and taxis to run fleets in the most efficient and environmentally friendly way.</p> <p>The scheme provides recognition for best operational practices and guidance for making improvements.</p>	<p>3 – Encouraging efficiency improvements across businesses which rely heavily on motorised vehicles for their daily business can greatly reduce emissions across the authority.</p>	<p>The Council will continue to assist local businesses through the ECO Stars fleet recognition scheme to increase the number of businesses associated to the scheme within East Dunbartonshire. The Council's fleet will continue to strive for improved ratings within the scheme.</p> <p>Potential funding and delivery partners: Scottish Government.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
20. Promote the use of Car Share schemes operating in East Dunbartonshire SPT operate the JourneyShare programme which allows people to match their trip with others travelling the same journey.	1 – Car sharing can enable fewer cars to be used for the same journey which is more sustainable. 2 – The cost of travel can be reduced for all participants in a car sharing scheme. 3 – Car sharing can enable fewer cars to be used for the same journey which reduces emissions through reduced vehicle mileage. 4 – Car sharing can open up access opportunities to areas of employment where little or no public transport provision is available.	<p>The Council has a dedicated network for employees within JourneyShare known as ETravel Carshare. The Council will continue to promote the use of this online network to encourage more employees to share journeys made by car in order to reduce the number of car journeys made to and from work.</p> <p>Promotion of this programme will take place through an annual awareness raising campaign and at organised staff travel events and healthy working lives events.</p> <p>The Council will continue to work in partnership with SPT to raise awareness of the regional JourneyShare programme and highlight the environmental and economic benefits to potential users. This awareness raising can take place on social media and at transport and travel events organised by the Council including family fun days and consultation events.</p> <p>Potential funding and delivery partners: SPT.</p>	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>21. Maintain footways and roads to a high standard in line with the Roads Asset Management Plan</p> <p>The Roads Asset Management Plan formalises the Council's strategy for investment in the Roads Asset groups and defines service standards.</p> <p>The Roads Asset Management Plan also details the strategy for reacting and repairing defects.</p>	<p>1 – Better surfaces was ranked in the top 3 ways that would encourage people to travel more by walking and cycling in the Transport Options Report consultation.</p> <p>2 – Making it easier to get places on foot through improving footway conditions will reduce inequality through improving access for all by ensuring all travel modes benefit from ongoing maintenance.</p> <p>5 – Better surfaces was ranked in the top 3 ways that would encourage people to travel more by walking and cycling in the Transport Options Report consultation.</p> <p>6 – Improved footway and road conditions will make it safer to travel on these surfaces by walking, cycling and in motor vehicles.</p>	<p>The Roads Asset Management Plan sets out strategies for each Asset group including roads (defined as carriageways) and footways.</p> <p>For carriageways, the overall strategy is to invest where possible in preventative maintenance in order to reduce the rate of deterioration of the asset.</p> <p>A carriageway condition scoring survey has been developed to assist in prioritising which roads are included in the capital programme. Through this survey a four year resurfacing and surface treatment programme is created.</p> <p>Maintenance of footways are also prioritised based on a condition scoring survey in a similar way to carriageways.</p> <p>The Plan details arrangements for emergency and non-emergency repairs for carriageways and footways to replace them to an appropriate standard.</p>	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>22. Plan and deliver an effective annual Winter Service Policy</p> <p>A Winter Service Policy sets out how the Council intends to meet its statutory obligation to prevent snow or ice or the consequences of any other weather condition endangering the safe passage of vehicular and pedestrian traffic over the Council's public roads.</p>	<p>1 – Keeping our streets and places in good condition through the winter months can encourage more people to walk and cycle.</p> <p>2 – Making it easier to get places on foot during the winter will reduce inequality by ensuring everyone can maintain access.</p> <p>4 – Maintaining key connections across our boundaries and between our communities during the winter months is important for developing the local economy during this time. This includes allowing commuters to get to their place of work and for goods to be delivered on time.</p> <p>5 – Keeping our streets and places in good condition through the winter months can encourage more people to walk and cycle.</p> <p>6 – The winter months can be particularly hazardous for users of footways and roads. The Winter Service Policy will aim to improve safety by mitigating against the impacts of icy conditions.</p>	<p>A Winter Service Policy will be produced annually, in advance of an October start date, which will set out a plan for the Council to follow for the designated period of winter in that year.</p> <p>The Policy will include a plan of action for:</p> <ul style="list-style-type: none"> • Operational arrangements and procedures • Communications and information for the public • Meteorological forecasts and the decision making process • The allocation of treatment routes • Resilience of the network • Contingency planning for severe weather or salt shortages • Arrangements for continuous gritting and ploughing 	Ongoing

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>23. Promote road safety through schools</p> <p>Deliver road safety initiatives through schools and encourage young people to become Junior Road Safety Officers</p>	<p>5 – Improving the perception of road safety around residential areas and schools can encourage more young people and parents to travel to school by walking and cycling.</p> <p>6 – This can educate young people on road safety for the future but can also influence current road safety around schools and in residential areas through awareness raising programmes.</p>	<p>The Education department will encourage schools to complete a travel plan to include road safety and to deliver road safety measures through their curricular Health & Wellbeing programme.</p>	Ongoing
<p>24. Identify suitable locations and roll out Urban Traffic Control systems to improve traffic management</p> <p>Urban Traffic Control systems are designed to reduce the levels of queuing traffic at signalised junctions by managing the light phases and flow of traffic better through dynamically reacting to real time information.</p> <p>These systems can also be used to give buses priority at signalised junctions.</p>	<p>1 – Incorporating bus priority into these systems can improve journey times for bus travel which will make it more attractive.</p> <p>3 – Reducing the levels of queuing traffic and congestion at key junctions throughout the area can reduce emissions with associated benefits for local air quality.</p> <p>4 – Improving the performance of key junctions and routes throughout the area will reduce journey times and improve the connectivity of East Dunbartonshire with potential associated benefits for economic development.</p>	<p>The Council will identify suitable locations for Urban Traffic Control systems to be installed.</p> <p>The Council will then identify which Urban Traffic Control system would be best suited to that location taking local factors and constraints into account. Different types of Urban Traffic Control systems are available and can be used in different ways depending on the nature of the junction or corridor it is situated in.</p> <p>The Council will then install and monitor the performance of the Urban Traffic Control systems.</p> <p>Potential funding and delivery partners: SPT.</p>	Long-term

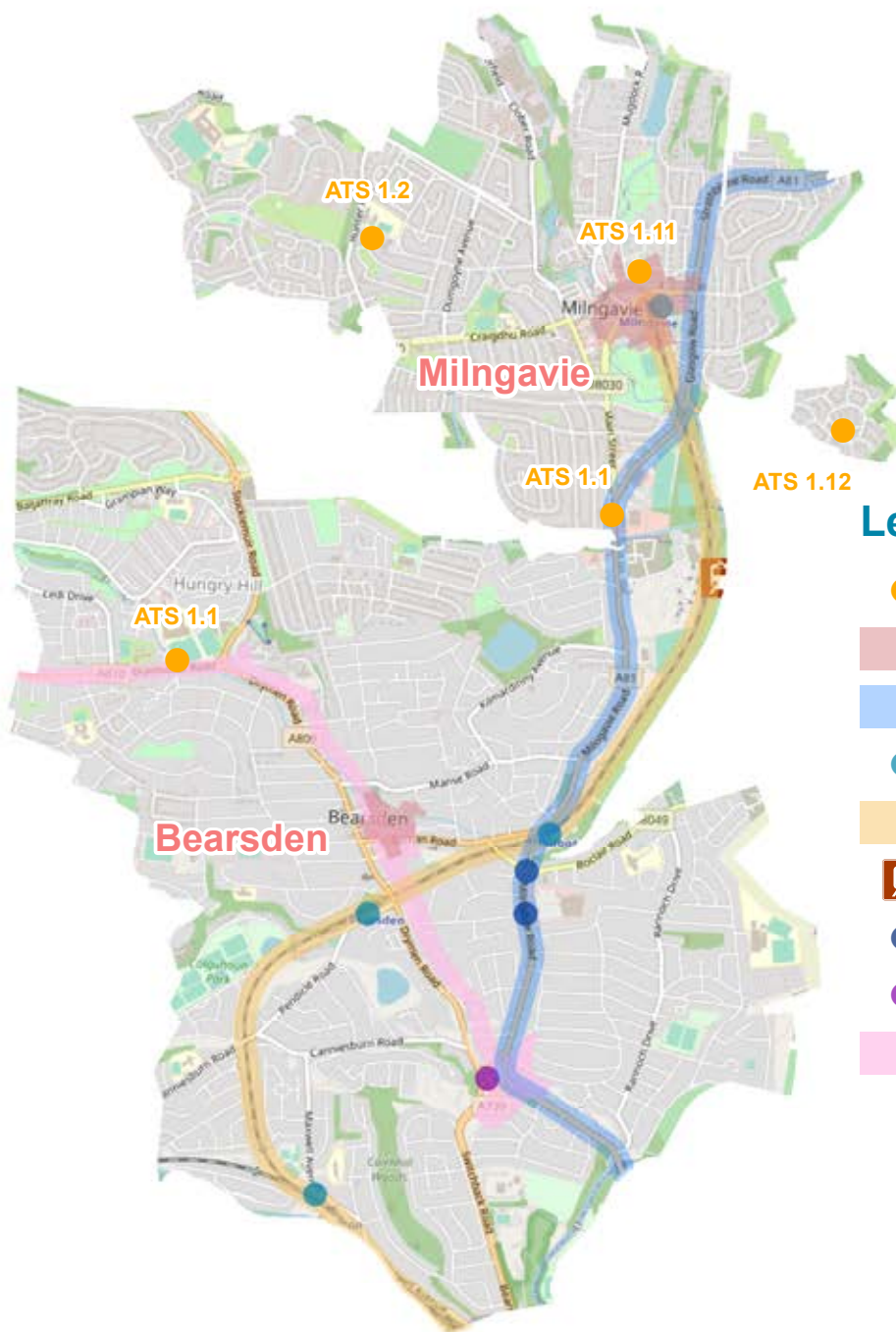
Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
25. Implement appropriate measures for reducing vehicle speeds to enhance the appeal of sustainable travel	<p>1 – Making active travel more attractive can encourage more people to walk and cycle everyday journeys that would otherwise be taken by car.</p>	<p>The Council will work to identify areas for targeting vehicle speeds. This will be prioritised in areas around schools, town centres and residential areas.</p>	<p>Long-term</p>
<p>These measures can include:</p> <ul style="list-style-type: none"> • Carriageway marking • Localised road narrowing • Place-making initiatives to improve town centres e.g. public realm improvements • 20 mph speed limits 	<p>2 – The likelihood of pedestrian and cyclist casualties occurring is greater in more deprived areas compared to less deprived areas (Glasgow Centre for Population Health, 2015). Reducing vehicle speeds will therefore reduce inequality by increasing the perception of safety in the most deprived areas.</p> <p>3 – Making active travel more attractive can reduce the number of everyday journeys taken by car and therefore reducing emissions.</p> <p>5 – Making active travel more attractive can encourage more people to walk and cycle everyday journeys that would otherwise be taken by car.</p> <p>6 – The frequency of road accidents occurring reduces as vehicle speeds are lowered (TRL, 2000). Therefore, measures taken to reduce road speeds should make roads safer for all road users, including the most vulnerable.</p>	<p>The Council will identify the most suitable measures for that location taking local factors into account.</p> <p>The Council already has some 20 mph speed limit areas, mainly in town centres, around schools and in residential areas. Where it is proposed that the speed limit on a road should be reduced from 30 mph to 20 mph, the Council will be required to undergo a process known as a Traffic Regulation Order.</p> <p>The process of delivering a Traffic Regulation Order includes periods to allow for members of the public to provide comments on the contents or overall aims of the order.</p> <p>In delivering this action, the mitigation measures included in the LTS Environmental Report should be taken in to account including that this action should also take account of any cultural designations, such as Listed Buildings, Townscape Protection Areas and Conservation Areas, in terms of ensuring that they are sensitive to the setting.</p>	

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>26. Produce a parking strategy for East Dunbartonshire</p> <p>A parking strategy for East Dunbartonshire will set out the Council's management plan and policies on parking issues in key areas and locations including:</p> <ul style="list-style-type: none"> • Town centres • Railway stations • Residential areas • Areas around schools 	<p>1 – Managing parking at key locations can encourage more people to travel sustainably by making it more attractive.</p> <p>3 – A shift away from driving and parking at key locations can reduce the associated emissions with benefits particularly for existing Air Quality Management Areas and areas around schools.</p> <p>5 – Managing parking at key locations can encourage more people to walk and cycle by making it more attractive.</p> <p>6 – Managing parking better in residential areas and key locations can make streets and places safer for all road users of all ages.</p>	<p>The work carried out as part of developing this Local Transport Strategy has allowed the Council to gather many views on parking issues from across the authority area. Local issues are also raised with the Council on an ongoing basis. These views will be fed into the development of a plan of how the Council will manage and enforce parking issues.</p> <p>The Council's services will work together to develop and produce a draft parking management plan for East Dunbartonshire.</p> <p>There will then be an opportunity for local stakeholders to view the Council's parking management plan and policies, and have an input to the process.</p> <p>This work will develop new and consolidated policies, with associated delivery methods, which will aim to address identified parking issues, provide a rationale for decision making and use it as a demand management tool to encourage more journeys to be made by sustainable modes of travel.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
27. Increase the availability of electric vehicle charging infrastructure	<p>1 – Electric and hybrid vehicles are more sustainable for the environment than regular petrol and diesel fuelled vehicles.</p> <p>3 – Electric vehicles do not produce any emissions from the tailpipe so therefore this action is intended to reduce the emissions created from vehicle mileage.</p>	<p>Through funding available from Transport Scotland, the Council have installed a number of electric vehicle charging points at key locations across the authority.</p> <p>The Council will produce an Electric Vehicle Action Plan which will identify the most suitable locations for new electric vehicle charging points.</p> <p>This work will focus on delivering new charging points in areas where there are currently gaps in the network across the authority. Consultation responses have identified areas which would benefit from new charging points and this will be used to inform the development of the action plan.</p> <p>Locations will continue to include central community areas and residential areas.</p> <p>This will contribute to reducing the distance between charging points and making electric vehicles a more attractive prospect.</p> <p>The Electric Vehicle Action Plan will also investigate options for the introduction of charging tariffs at sites for public use in order to increase their sustainability.</p> <p>Following the production of the Electric Vehicle Action Plan, the Council will seek funding from national funds to increase the network of available chargers for public use.</p> <p>Potential funding and delivery partners: Transport Scotland.</p>	Long-term

Bearsden and Milngavie





Legend

- Action 28 - Active Travel Strategy Action
- Actions 29 & 30 - Town Centre Strategies
- Action 31 - A81 Quality Bus Corridor
- Action 32 - Rail Station Parking
- Action 33 - A81 STAG Study
- Action 34 - Safeguard land for Allander Station
- Action 35 - A81 Junction Improvements
- Action 36 - Improve Canniesburn Toll
- Action 37 - Monitor Air Quality Management Area

28. Active Travel Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<ul style="list-style-type: none"> ATS 1.1 – Enhancement of path and cycle network – Bearsden Provision of new infrastructure or enhancement of existing infrastructure at locations in Bearsden 	<p>1 – These actions aim to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in Bearsden and Milngavie.</p> <p>2 – Walking and cycling are the most affordable modes of travel, therefore improving the active travel offer will have a greater proportional benefit for those groups on lower incomes.</p>	These actions will be delivered in line with the approach set out in the Active Travel Strategy 2015-2020.	In line with the timescales set out in the Active Travel Strategy
<ul style="list-style-type: none"> ATS 1.2 – Enhancement of path and cycle network – Milngavie Provision of new infrastructure or enhancement of existing infrastructure at locations in Milngavie 	<p>3 – Making active travel more attractive can reduce the number of everyday journeys taken by car and therefore reduce emissions.</p> <p>4 – Making it easier to walk and cycle to town centres can increase the footfall for local businesses with associated economic benefits.</p>		
<ul style="list-style-type: none"> ATS 1.5 – East-West connectivity improvements – Allander Walkway to Cadder Bridge 	<p>5 – These actions aims to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in Bearsden and Milngavie.</p>		
<ul style="list-style-type: none"> ATS 1.11 – Pilot Milngavie as an Active Travel Town 	<p>6 – Improving the active travel infrastructure in Bearsden and Milngavie will improve the safety for walkers and cyclists.</p>		
<ul style="list-style-type: none"> ATS 1.12 – A807 Torrance to Milngavie/Bearsden 			

29. Bearsden Town Centre Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<ul style="list-style-type: none"> Work with communities, landowners and businesses to explore opportunities to improve the quality of the public realm and pedestrian environment Carry out a review of the existing surfacing, hard and soft landscaping in Bearsden Town Centre and assess the scope for and feasibility of improvements to enhance its environmental quality and appearance. This should include opportunities to improve green infrastructure, enhance the green network and improve access to surrounding open space and the surrounding countryside Continue to monitor pedestrian linkages across Drymen Road at the Community Hub Continue work to assess how the town centre is connected to tourism attractions and walking, cycling and public transport routes Improved signage and navigation aids to Bearsden train station 	<p>These actions will collectively contribute to the objectives of the Bearsden Town Centre Strategy and the six Transport Planning Objectives of the Local Transport Strategy.</p>	<p>These actions will be delivered in line with the approach set out in the Bearsden Town Centre Strategy.</p>	<p>In line with the timescales set out in the Town Centre Strategy</p>

30. Milngavie Town Centre Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<ul style="list-style-type: none"> Continue to support ongoing work by the Milngavie BID group, Community Development Trust and other key partners to enhance the public realm within the town centre 	<p>These actions will collectively contribute to the objectives of the Milngavie Town Centre Strategy and the six Transport Planning Objectives of the Local Transport Strategy.</p>	<p>These actions will be delivered in line with the approach set out in the Milngavie Town Centre Strategy.</p>	<p>In line with the timescales set out in the Town Centre Strategy.</p>
<ul style="list-style-type: none"> Improved pedestrian access arrangements between the 'precinct' and the Town Hall 			
<ul style="list-style-type: none"> Upgrade existing access to Milngavie Enterprise Centre, current Library and Education Centre and neighbouring residential areas 			
<ul style="list-style-type: none"> Carry out a review of the existing surfacing, hard and soft landscaping in Milngavie Town Centre and assess the feasibility of improvements to enhance its environmental quality and appearance, and opportunities to improve green infrastructure and enhance the green network 			
<ul style="list-style-type: none"> Continue work to assess how the town centre is currently connected to tourism attractions and walking, cycling and public transport routes 			
<ul style="list-style-type: none"> Develop high quality shared use path connecting town centre with new Kilmardinny development site 			
<ul style="list-style-type: none"> Investigate options to improve access to Lennox Park, including from rear of Tesco and disabled access 			

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
31. Deliver an A81 Quality Bus Corridor A Quality Bus Corridor delivers an enhanced experience for bus passengers and improves the environment for buses to travel on the corridor.	<p>1 – Improving the quality of bus travel is intended to encourage more people to travel by bus.</p> <p>2 – Many people rely on the bus network to access employment and leisure facilities. Improving access through the bus network will reduce inequality and promote social inclusion.</p> <p>3 – Encouraging more people to replace car journeys with journeys made by bus can reduce the level of associated emissions.</p> <p>4 – Improving connections through Bearsden and Milngavie to Glasgow by bus can facilitate sustainable economic growth by enabling greater connections to employment centres.</p> <p>5 – The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase levels of walking and cycling in Bearsden and Milngavie.</p>	<p>A Quality Bus Corridor on the A81 can include:</p> <ul style="list-style-type: none"> • Provision of real time passenger information • Improvements to bus stops and shelters • Bus detection at key points on the network <p>The Council will deliver bus stop and shelter improvements and real time passenger information units along the corridor in line with actions 8 and 9 of this action plan.</p> <p>The Council will work to identify potential areas of bus detection and priority at signalised junctions on the corridor.</p> <p>Potential funding and delivery partners: SPT</p>	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>32. Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor</p> <p>The 2015 and 2018 A81 route corridor studies have included a number of options for increasing parking at rail stations including:</p> <ul style="list-style-type: none"> • Decking at Milngavie station • Decking at Westerton station • Decking at Bearsden station • Provision of additional parking for Hillfoot station at south Kilmardinny 	<p>1 – Improving access to public transport connections can encourage more people to replace everyday journeys made by car to journeys made by rail.</p> <p>3 – 80% of commuters who live in East Dunbartonshire travel out of the authority to their places of work. Encouraging more people to make these journeys by rail instead of car can reduce vehicle mileage in East Dunbartonshire and therefore reduce associated emissions.</p>	<p>The Council will investigate the design and implementation requirements of the various options to allow detailed consideration of their deliverability.</p> <p>In particular, consideration needs to be given to planning constraints in the vicinity of the rail stations including: visual amenity, conservation areas and the Bearsden Air Quality Management Area.</p> <p>The Bearsden Air Quality Management Area and local air quality will be an important consideration in this process due to the increase in peak time vehicular traffic the extra parking spaces would likely generate.</p> <p>In delivering this action, the mitigation measures included in the LTS Environmental Report should be taken into account including implementing construction management plans and using good practice guidance (e.g. construction dust management).</p> <p>Potential funding and delivery partners: SPT, Abellio ScotRail and Network Rail.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>33. Undertake a study in line with Scottish Transport Appraisal Guidance on the A81 Corridor to assess options for enabling a shift to sustainable transport, including options for improving performance of the Milngavie railway line</p> <p>Scottish Transport Appraisal Guidance provides a framework to assess evidence based transport problems and opportunities.</p>	<p>1 – Improving performance and reliability of the rail network can make it a more attractive travel option.</p> <p>3 – The majority of commuting journeys in Bearsden and Milngavie are made to Glasgow. Encouraging a shift to sustainable transport can reduce the number of these trips made by car which can have associated reductions in emissions.</p> <p>4 – Improving connections between the Bearsden and Milngavie area and the Glasgow City Region can increase connectivity, with associated benefits for economic development.</p>	<p>New rail projects and rail investment in Scotland are required to follow the pipeline process as set out in Transport Scotland's Rail Enhancements and Capital Investment Strategy in order to receive funding and approval from Transport Scotland.</p> <p>The 'pre-pipeline' process as set out in the strategy includes requirements for all potential projects to be included in a Scottish Transport Appraisal Guidance study.</p> <p>Therefore, the Council will undertake a study which will meet all of the requirements of the 'pre-pipeline' process including ensuring that a robust multi-modal transport appraisal of the A81 Corridor is carried out.</p> <p>The Council will work in partnership with Network Rail to develop options for inclusion in the study that will aim to improve performance of the Milngavie railway line.</p> <p>Potential funding and delivery partners: Abellio ScotRail, Network Rail and Transport Scotland.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>34. Continue to safeguard land in the emerging Local Development Plan 2 for a potential rail station at Allander including land for an associated park and ride facility</p> <p>Under Scottish legislation, the Council is required to prepare and adopt a Local Development Plan which sets out a long term land-use strategy for East Dunbartonshire.</p> <p>The Local Development Plan 2 will replace the current Local Development Plan in 2022.</p>	<p>1 – Would continue to preserve the opportunity for a new sustainable transport facility.</p> <p>3 – A potential improvement to public transport access can reduce the proportion of journeys made by private vehicle.</p> <p>5 – Would continue to preserve the opportunity for a new sustainable transport facility which could increase the levels of walking and cycling to such a facility.</p>	<p>Through the Local Development Plan process, the Council can safeguard land from development for future uses. The Council currently has land safeguarded at Allander for a potential rail station and land for a potential car park to act as a park and ride facility adjacent to the rail station site.</p> <p>While it is not currently a viable option to deliver a station at Allander in the near future, the Council will continue to safeguard this land to protect the area for the future possibility of delivering a station in this area.</p>	Short-term

Roads

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
35. Deliver junction improvements on the A81 Improve the operation of the junctions at: <ul style="list-style-type: none"> • A81 Milngavie Road / B8049 Bocclair Road / B8049 Roman Road • ASDA Bearsden / A81 Milngavie Road / West Chapelton Avenue 	<p>4 – Improving the flow of traffic can reduce journey times and improve the connectivity of the area with potential associated benefits for economic development.</p> <p>6 – There have been recorded accidents at these junctions recently. Improving the performance and operation of the junctions will make this stretch of road safer for all road users.</p>	<p>The Council will undertake a modelling exercise to assess potential solutions for improving the performance of these junctions on the A81.</p> <p>The modelling exercise will use current traffic flow data in this area to determine likely impacts on new traffic flows based on a number of potential changes to the junction.</p> <p>The Council will select the option which delivers the optimum result for improving these junctions on the A81. Comments received from local people through a series of consultations will be taken into account in any decision making process.</p> <p>In delivering this action, the mitigation measures included in the LTS Environmental Report should be taken into account including ensuring alternative arrangements are in place if there are alterations/disruption to bus routes/stops. Good practice guidance should also be followed relating to construction dust management and waste management.</p>	Long-term

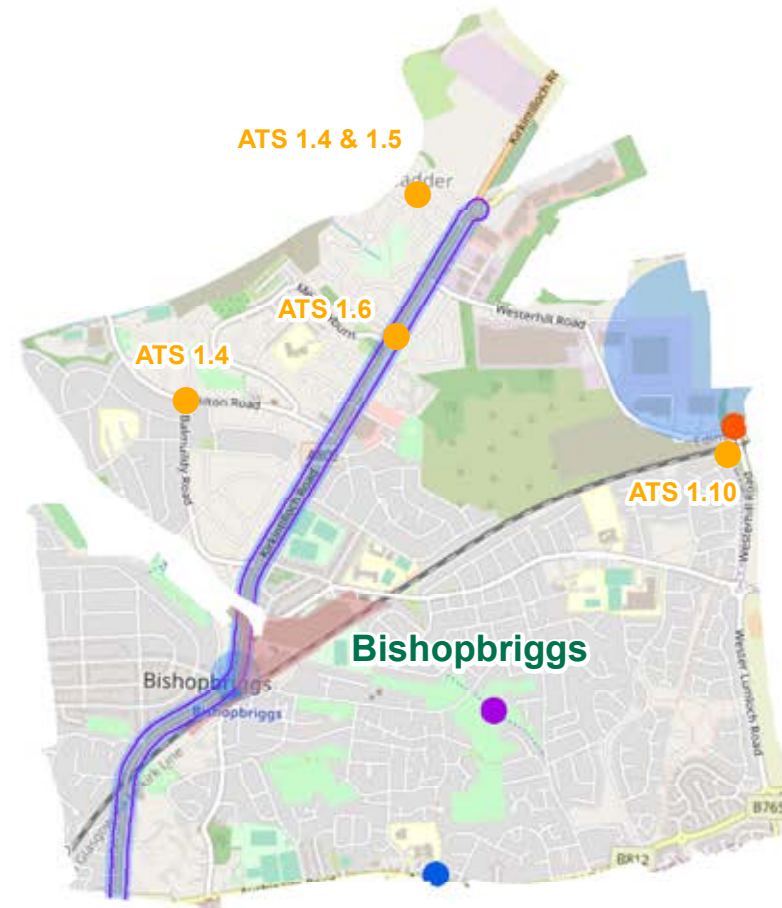
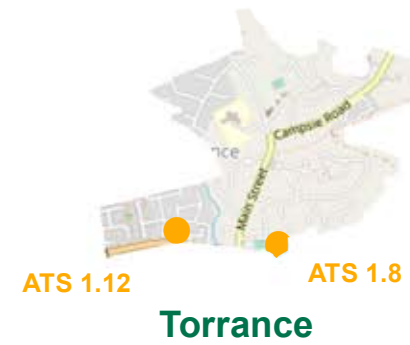
Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
36. Improve Canniesburn Toll for all road users Improve the function of the roundabout and the surrounding environment for all modes of travel.	<p>4 – Improving the flow of traffic can reduce journey times and improve the connectivity of the area with potential associated benefits for economic development.</p> <p>6 – Improving the function of Canniesburn Toll for pedestrians and cyclists can make travelling by these modes safer in the immediate vicinity of this roundabout.</p>	<p>The Council will work with a lead consultant to undertake investigative works and prepare design options for the signalisation of Canniesburn Toll as part of Phase 1. The surveys and modelling will look to identify current pressures on the road network surrounding Canniesburn Toll in a bid to improve vehicular traffic flow and make the area more attractive and user friendly for all road users.</p> <p>The design will look to improve pedestrian links and provide dedicated crossing facilities around Canniesburn Toll.</p> <p>Phase 2 will include the appointment of a lead build consultant to undertake the construction works to implement the changes.</p> <p>Potential funding and delivery partners: Developer contributions.</p>	Short-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>37. Continue to monitor air quality in Bearsden and deliver actions for improving local air quality in line with obligations for an Air Quality Management Area</p> <p>An Air Quality Management Area is an area where there has been recorded issues with air quality and the local authority is required to create an action plan to set out how air quality can be improved.</p> <p>An area of Bearsden was designated as an Air Quality Management Area in 2011 due to the predicted exceedances of Scottish air quality objectives for Nitrogen Dioxide (NO₂) and small particulate matter (PM₁₀).</p>	<p>1 – Improving local air quality can encourage more people, including families, to walk and cycle for everyday journeys in Bearsden.</p> <p>3 – Actions included in the associated Bearsden Air Quality Action Plan aim to reduce emissions in the local area.</p> <p>5 – Improving local air quality can encourage more people, including families, to walk and cycle for everyday journeys in Bearsden.</p> <p>6 – Improving air quality will make the local environment safer for people to live in, especially for younger people, older people and those with long term health conditions who are disproportionately affected by poor air quality.</p>	<p>An automatic continuous air quality monitor has been in place at Bearsden Cross since 2006 which measures and records levels of NO₂, PM_{2.5} and PM₁₀. Live information from this monitor can be viewed online at http://www.scottishairquality.scot/. This monitoring will continue to record levels of local air quality in Bearsden against national objective levels.</p> <p>In line with Scottish Government guidance, a Bearsden Air Quality Action Plan has been prepared and was approved by the Council in August 2019.</p> <p>The Council will deliver the actions within the Plan with the aim of reducing pollutant levels in the area.</p>	Ongoing

Bishopbriggs, Torrance, Balmore and Bardowie

Bishopbriggs
Drochaid an Easbaig





Legend

- Action 38 - Active Travel Strategy Action
- Action 39 - Town Centre Strategy
- Action 40 - Bishopbriggs Path Improvements
- Action 41 - Deliver a bus hub in Auchinairn
- Action 42 - Safeguard land for Westerhill station
- Action 43 - City Deal project
- Action 44 - Monitor Air Quality Management Area

38. Active Travel Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<ul style="list-style-type: none"> ATS 1.4 – Bishopbriggs/Forth and Clyde Canal access ATS 1.5 – East-West connectivity improvements – Allander Walkway to Cadder Bridge ATS 1.6 – A803 Improvements ATS 1.8 – Torrance to Birdston via the River Kelvin railway path ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route ATS 1.12 – A807 Torrance to Milngavie/Bearsden 	<p>1 – These actions aim to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in this area.</p> <p>2 – Walking and cycling are the most affordable modes of travel, therefore improving the active travel offer will have a greater proportional benefit for those groups on lower incomes.</p> <p>3 – Making active travel more attractive can reduce the number of everyday journeys taken by car and therefore reduce emissions.</p> <p>4 – Making it easier to walk and cycle to town centres can increase the footfall for local businesses with associated economic benefits.</p> <p>5 – These actions aims to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in this area.</p> <p>6 – Improving the active travel infrastructure in this area will improve safety for walkers and cyclists.</p>	<p>These actions will be delivered in line with the approach set out in the Active Travel Strategy 2015-2020.</p>	<p>In line with the timescales set out in the Active Travel Strategy</p>

39. Bishopbriggs Town Centre Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>Undertake a comprehensive review of the public realm and accessibility, including the feasibility of measures to:</p> <ul style="list-style-type: none"> • Improve pedestrian movement and connectivity throughout all parts of the town centre, including safer crossing • Enhance access to and from Bishopbriggs Station • Create a new public space as a focal point • Provide consistent and clear signage to active travel routes, visitor attractions and key buildings • De-clutter the streetscape • Enhance the environmental quality and appearance, and establish opportunities to improve green infrastructure and the green network by reviewing existing surfacing, hard and soft landscaping 	<p>These actions will collectively contribute to the objectives of the Bishopbriggs Town Centre Strategy and the six Transport Planning Objectives of the Local Transport Strategy.</p>	<p>These actions will be delivered in line with the approach set out in the Bishopbriggs Town Centre Strategy.</p>	<p>In line with the timescales set out in the Town Centre Strategy</p>
<p>Enhance awareness of key linkages and information on the Thomas Muir Heritage Trail</p>			

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
40. Deliver improvements to the Bishopbriggs path network Connect existing paths and areas of green space to improve access in Bishopbriggs	<p>1 – Making it easier to walk and cycle through Bishopbriggs can encourage more people to make everyday journeys by active travel.</p> <p>2 – This action will improve walking and cycling access which can reduce inequality by ensuring everyone can have high quality access to the green network.</p> <p>3 – Encouraging more people to replace car journeys with active journeys can reduce the level of associated emissions.</p> <p>5 – This action aims to increase walking and cycling rates with associated physical health benefits. Improving access to green space can also have associated additional mental health benefits.</p>	<p>The Council is developing proposals for a Climate Ready Park at Etive and Woodhill parks in Bishopbriggs.</p> <p>This project will include a series of flood mitigation works which may alter the topography of the open space. Once the plans for flood mitigation are finalised, the Council will assess the most suitable options for improving the active travel infrastructure in this area and through Bishopbriggs.</p> <p>Potential funding and delivery partners: Transport Scotland, Sustrans and SPT.</p>	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
41. Deliver a bus hub in Auchinairn Upgrade existing stops along Auchinairn Road and create a hub area on the route.	1 – This hub will make it easier to travel by more sustainable modes. 2 – The hub area will include enhanced public realm which will incorporate high quality access for all. 3 – Encouraging more people to replace car journeys with journeys made by sustainable transport can reduce the level of associated emissions. 5 – This interchange area will aim to encourage more people to walk and cycle to access the bus network.	A design stage will outline what will be included in bus hub. Provisions can include: <ul style="list-style-type: none"> • Real time passenger information units • Improved access for pedestrians and cyclists to the hub area • High quality cycle storage The Council has worked with the local community to develop a Local Place Plan. This work will inform the delivery of this action.	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
42. Continue to safeguard land in the emerging Local Development Plan 2 for a potential rail station at Westerhill including land for an associated park and ride facility Under Scottish legislation, the Council is required to prepare and adopt a Local Development Plan which sets out a long term land-use strategy for East Dunbartonshire. The Local Development Plan 2 will replace the current Local Development Plan in 2022.	1 – Would continue to preserve the opportunity for a new sustainable transport facility. 3 – A potential improvement to public transport access can reduce the proportion of journeys made by private vehicle. 4 – Given the aspiration for the Westerhill area to be a key economic development site, preserving the opportunity for a sustainable transport facility in this area could increase the potential for sustainable development in this area. 5 – Would continue to preserve the opportunity for a new sustainable transport facility which could increase the levels of walking and cycling to such a facility.	Through the Local Development Plan process, the Council can safeguard land from development for future uses. The Council currently has land safeguarded at Westerhill for a potential rail station and land for a potential car park to act as a park and ride facility adjacent to the rail station site. While it is not currently a viable option to deliver a station at Westerhill in the near future, the Council will continue to safeguard this land to protect the area for the future possibility of delivering a station in this area.	Short-term

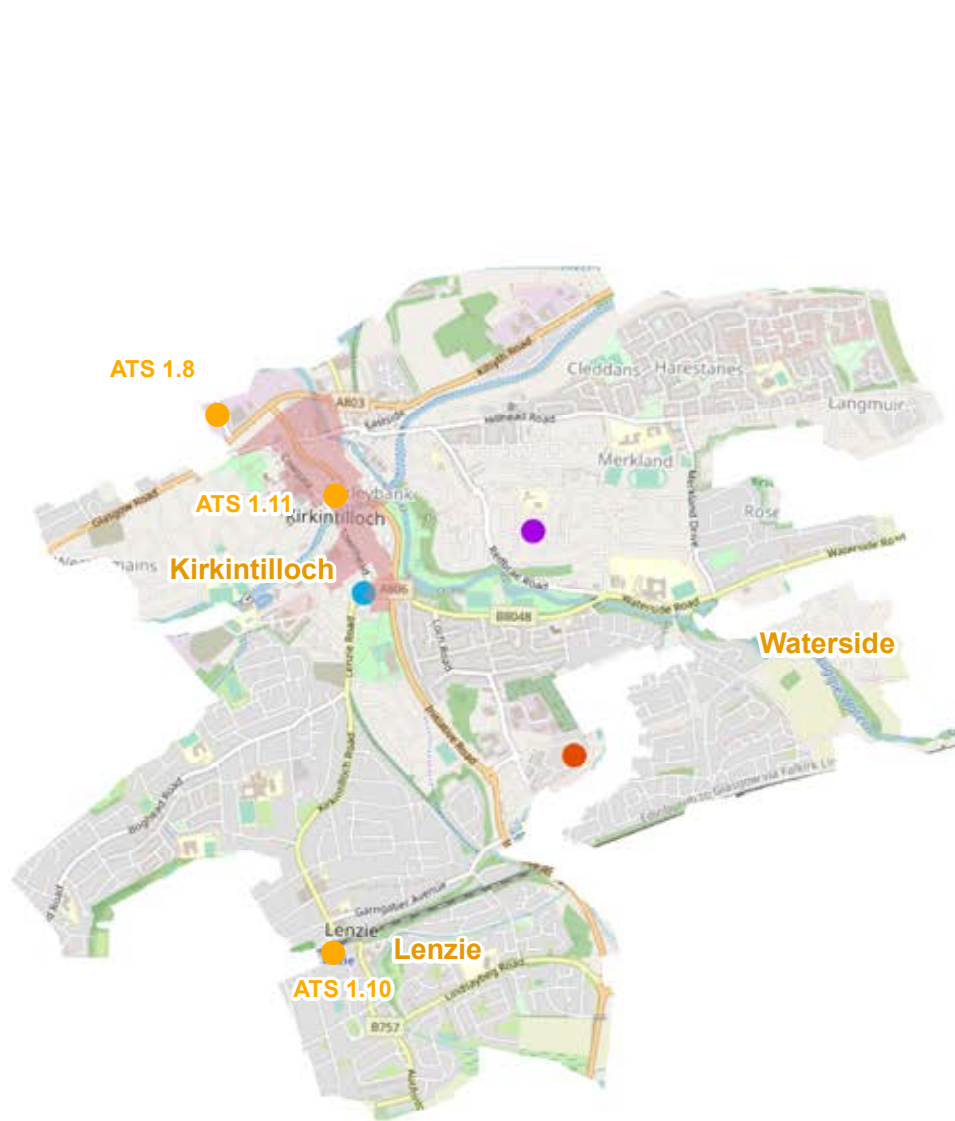
Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>43. Work on developing a Glasgow City Region City Deal project for East Dunbartonshire</p> <p>The Glasgow City Region City Deal is an agreement between the UK and Scottish Governments and the eight local authorities across the Glasgow City Region including East Dunbartonshire.</p> <p>The City Deal will fund major infrastructure projects to support the delivery of an improved transport network.</p>	<p>1 – Improving the sustainable transport opportunities can encourage more people to make this switch from the private vehicle.</p> <p>2 – Improving sustainable transport along this corridor can improve access to a number of facilities including health and education, which can improve access for all.</p> <p>3 – An aim of the Bishopbriggs Relief Road project was to reduce the volume of traffic moving through the centre of Bishopbriggs with associated benefits for air quality along the A803 which is designated as an Air Quality Management Area.</p> <p>4 – Completing the Bishopbriggs Relief Road and delivering sustainable transport improvements can improve the connectivity of East Dunbartonshire to the Glasgow City Region.</p> <p>5 – Improving active travel routes can boost the levels of walking and cycling in this area.</p> <p>6 – This project aims to deliver a combined package of measures which will make it safer to travel by all modes in Bishopbriggs and beyond.</p>	<p>The Council will continue to develop a business case for the Bishopbriggs Place and Growth Programme City Deal project.</p> <p>The business case will set out an integrated approach to the delivery of a programme of traffic and transport infrastructure within East Dunbartonshire and the north of Glasgow to enable follow-on investment in strategic sites within East Dunbartonshire, to support inclusive growth, access to employment and facilitate an increase in journeys made by sustainable modes.</p> <p>The project scope is based around the following three key elements:</p> <ul style="list-style-type: none"> • Delivery of Phase 5 of Bishopbriggs Relief Road to complete the route through East Dunbartonshire and the north of Glasgow, improving connectivity and unlocking strategic development sites to enable follow-on investment • Improvement to Sustainable Transport on the A803 Route Corridor - creating a key bus route corridor between East Dunbartonshire and Glasgow city centre, serving the north of Glasgow and a range of key retail, regeneration, health and education facilities • Bishopbriggs Town Centre Regeneration through provision of business space, improved accessibility and improved public realm delivered by the City Deal Project. 	

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
		<p>The Council will work collaboratively with SPT and Glasgow City Council to identify opportunities to enhance the A803 as a key Quality Bus Corridor through East Dunbartonshire and Glasgow City. A Quality Bus Corridor on the A803 can include bus detection and priority bypasses at key points on the network.</p> <p>Work will also be undertaken to assess the feasibility of creating a bus park and ride facility in the Westerhill area. This will include analysis of potential locations and engagement with bus operators to assess potential service supply for the facility.</p> <p>The business case will also include improving existing connections, as well as creating cross-boundary active travel links which will link residential areas to key employment centres.</p> <p>The town centre element of the project will also include delivering an integrated transport hub in Bishopbriggs town centre. An integrated transport hub is an area where provisions are made to make it easier to interchange between modes of travel, specifically: walking, cycling, bus and rail.</p> <p>Potential funding and delivery partners: Glasgow City Region City Deal, SPT and Glasgow City Council.</p>	

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>44. Continue to monitor air quality in Bishopbriggs and deliver actions for improving local air quality in line with obligations for an Air Quality Management Area</p> <p>An area of Bishopbriggs was designated as an Air Quality Management Area in 2005 for exceedances of Scottish air quality objectives for Nitrogen Dioxide (NO₂) and small particulate matter (PM₁₀).</p>	<p>1 – Improving local air quality can encourage more people, including families, to walk and cycle for everyday journeys in Bishopbriggs.</p> <p>3 – Actions included in the associated Bishopbriggs Air Quality Action Plan aim to reduce emissions in the local area.</p> <p>5 – Improving local air quality can encourage more people, including families, to walk and cycle for everyday journeys in Bishopbriggs.</p> <p>6 – Improving air quality will make the local environment safer for people to live in, especially for younger people, older people and those with long term health conditions who are disproportionately affected by poor air quality.</p>	<p>Road since 2004 which measures and records levels of NO₂, PM_{2.5} and PM₁₀. Live information from this monitor can be viewed online at http://www.scottishairquality.scot/. This monitoring will continue to record levels of local air quality against national objective levels.</p> <p>In line with Scottish Government guidance, a Bishopbriggs Air Quality Action Plan was adopted by the Council. Outstanding actions from this plan are detailed in the Annual Progress Report the Council produces to meet the statutory obligation for local authorities under the National Air Quality Strategy.</p> <p>The Council will continue to deliver these actions with the aim of reducing pollutant levels in the area.</p>	Short-term

Kirkintilloch, Lenzie, Waterside and Twechar





Legend

- Action 45 - Active Travel Strategy Action
- Action 46 - Town Centre Masterplan
- Action 47 - Local Place Plan
- Action 48 - Bus provision
- Action 49 - Town Centre Masterplan Refresh



45. Active Travel Strategy Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
ATS 1.3 – Twechar towpath and crossing improvements	1 – These actions aim to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in Kirkintilloch, Lenzie, Waterside and Twechar.	These actions will be delivered in line with the approach set out in the Active Travel Strategy 2015-2020.	In line with the timescales set out in the Active Travel Strategy
ATS 1.8 – Torrance to Birdston via the River Kelvin railway path			
ATS 1.10 – Kirkintilloch/Lenzie to Bishopbriggs route	2 – Walking and cycling are the most affordable modes of travel, therefore improving the active travel offer will have a greater proportional benefit for those groups on lower incomes.	The Council will work closely with Kirkintilloch Community Council to develop Kirkintilloch as an Active Travel Town. This partnership work will deliver a package of measures that will contribute to this strategy's Transport Planning Objectives and the community council's agreed key travel themes for Kirkintilloch, which have been developed with local people.	
ATS 1.11 – Pilot Kirkintilloch as an Active Travel Town	3 – Making active travel more attractive can reduce the number of everyday journeys taken by car and therefore reduce emissions.		
	4 – Making it easier to walk and cycle to town centres can increase the footfall for local businesses with associated economic benefits.		
	5 – These actions aim to increase the levels of active travel for both functional and leisure trips through delivering enhanced infrastructure in Kirkintilloch, Lenzie, Waterside and Twechar.	These measures will include:	
	6 – Improving the active travel infrastructure in Kirkintilloch, Lenzie, Waterside and Twechar will improve safety for walkers and cyclists.	<ul style="list-style-type: none"> Delivering a better connected National Cycle Network Creating better connections to the town centre Promoting active travel in the town through targeted promotions and events 	
		Potential funding and delivery partners: Kirkintilloch Community Council (Your Kirky)	

46. Kirkintilloch Town Centre Masterplan Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
Improve pedestrian links at key gateways to the town centre	This action will contribute to the vision of the Kirkintilloch Town Centre Masterplan and the six Transport Planning Objectives of the Local Transport Strategy.	These actions will be delivered in line with the approach set out in the Kirkintilloch Town Centre Masterplan.	In line with the timescales set out in the Masterplan

47. Hillhead and Harestanes Place Plan Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
Conduct analysis and feasibility work which looks specifically at barriers or perceived barriers at the canal path network identified in Place Standard exercise, e.g. not being able to walk at night, poorly maintained paths, cycling unsafe for children etc.	These actions will collectively contribute to the outcomes in the Local Outcomes Improvement Plan and the six Transport Planning Objectives of the Local Transport Strategy.	These actions will be delivered in line with the approach set out in the Hillhead and Harestanes Place Plan.	In line with the timescales set out in the Place Plan
Through the development of local access and active travel projects, for example as part of the Kirkintilloch Town Centre Masterplan or ED Loop, ensure connections and linkages to neighbourhoods such as Hillhead and Harestanes are considered.			
Explore opportunities for a new cycle and walking path from Banks Road to Tintock Tunnel.			
Upgrade paths at Merkland Local Nature Reserve and extension of car park			

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
48. Continue to work with SPT to investigate ways of improving bus provision between Kirkintilloch, Lenzie and Woodilee	<p>1 – Improved bus provision could attract more people to use this sustainable mode.</p> <p>2 – Delivering more opportunity for travelling by bus can help reduce inequality for those reliant on the public transport system.</p> <p>3 – Attracting more people onto the bus network can reduce the number of journeys made by private vehicle.</p> <p>5 – The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase levels of walking and cycling in this area.</p>	<p>On an ongoing basis the Council is working with SPT to continue to assess the options for improving bus provision between Kirkintilloch, Lenzie and Woodilee.</p> <p>This will continue, to ensure any possible opportunities are considered to deliver improvements to the level of bus provision in this area.</p> <p>Potential funding and delivery partners: SPT and local bus operators.</p>	Long-term

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
<p>49. Improve the layout and associated transport infrastructure in Kirkintilloch Town Centre through a refresh of the Kirkintilloch Town Centre Masterplan</p> <p>Work with the Community Council to prioritise making Kirkintilloch a more accessible place by walking, cycling and public transport.</p> <p>This will include improving the Townhead area and wider town centre.</p>	<p>1 – Making the area more attractive for active travel and public transport can encourage more people to access the town centre by sustainable travel.</p> <p>2 – Improving access arrangements in the area can make it easier for people to travel making it a more equal place.</p> <p>3 – As well as encouraging more people to access the area by walking and cycling the action will aim to improve the current infrastructure in place for managing traffic and congestion.</p> <p>4 – Making the town centre more accessible can help facilitate a higher footfall for the area with associated benefits for economic development.</p> <p>5 – Prioritising the movement of people can encourage more people to access the area by walking and cycling.</p> <p>6 – The action will aim to make this a safer place for all road users.</p>	<p>The Council will foster strong partnership working with community groups, including Kirkintilloch Community Council to deliver a refreshed Town Centre Masterplan, which was committed to in the Economic Development Strategy 2017-2020.</p> <p>The Community Council has undertaken a period of consultation and together with the Council and the local community is developing key themes for transport and travel in Kirkintilloch.</p> <p>Through a number of Council strategies and plans such as the Active Travel Strategy, Local Transport Strategy and Local Development Plan, the Council will continue to progress projects which will contribute to the agreed key themes for Kirkintilloch.</p> <p>To ensure the Townhead project is community led, an external consultant will be appointed to work with the local community to develop options for the Townhead project. This collaborative work will produce preferred options for the project which will be delivered by the Council.</p> <p>Potential funding and delivery partners: SPT, Sustrans Scotland, Kirkintilloch Community Council and the potential Business Improvement District (BID).</p>	Long-term

Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

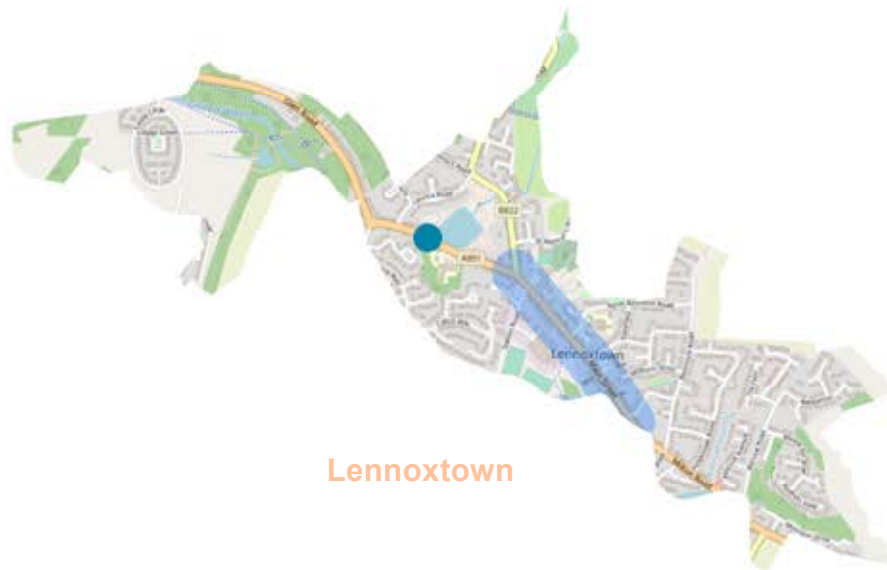




Clachan of Campsie

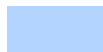


Haughhead



Lennoxtown

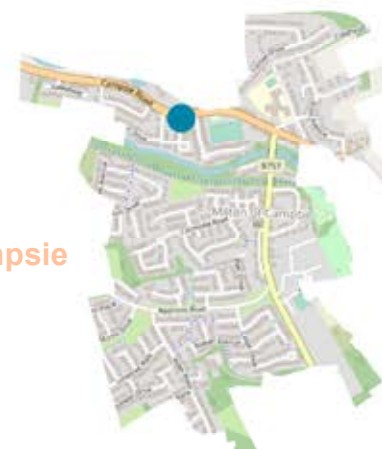
Legend



Action 50 & 52 - Local Place Plan



Action 51 - Express bus service



Milton of Campsie

50. Lennoxtown Place Plan Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
As part of the public realm feasibility, look at options to create better and additional pedestrian crossing opportunities along the main street	These actions will collectively contribute to the outcomes in the Local Outcomes Improvement Plan and the six Transport Planning Objectives of the Local Transport Strategy.	These actions will be delivered in line with the approach set out in the Lennoxtown Place Plan. Potential funding and delivery partners: SPT	In line with the timescales set out in the Place Plan
Create a link between the Strathkelvin Railway Path and the village centre via Station Road			
Create a foot link in the High Church area to support additional walking choices from east to west			
Create more consistent pedestrian signage that will help to move around Main Street and to the wider path network			
Provide secure cycle storage in the village centre			
Market and promote the village as part of existing and future cycle and active travel routes around East Dunbartonshire			

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
51. Work with operators and SPT to ensure the continuation of express services from Campsie Glen to Glasgow	<p>1 – Express buses provide an attractive service to Glasgow. Bus has to be an attractive option to facilitate modal shift.</p> <p>2 – Express buses connect more rural areas of the authority to Kirkintilloch and Glasgow, providing a direct service to areas of employment contributing to social inclusion.</p> <p>3 – Encouraging more people to use the bus instead of driving can reduce vehicle mileage and associated emissions.</p> <p>4 – Express buses allow people to connect to areas of employment while also providing a connection from the City Region to Campsie Glen for visitors to the Campsie Fells, towns and villages.</p> <p>5 – The majority of journeys made to/from bus stops are made by walking and cycling. Making travel by bus a more attractive option can therefore also increase levels of walking and cycling in this area.</p>	<p>The Council will continue to work with SPT and the bus operator to ensure a continued level of patronage and that service provision is maintained.</p> <p>This can be achieved through:</p> <ul style="list-style-type: none"> Promotion of the services to local residents - can be achieved through a number of methods including SPTs Mobile Travel Centre, social media and promotional materials. Enhanced service information – at bus waiting facilities and mobile apps. Making it easier to use the bus – on board ticketing solutions. <p>Potential funding and delivery partners: SPT and local bus operators.</p>	Ongoing

52. Lennoxtown Place Plan Actions

Action	Relationship to TPOs – this action will help work towards achieving the following TPOs:	Delivery Plan	Timescale
Commission feasibility work to develop options for public realm improvements in the area identified in the Charrette process. This includes: new multi-functional village space; traffic calming measures; reconfigurations and enhancements to street layout; and street furniture upgrades throughout the Main Street area	These actions will collectively contribute to the outcomes in the Local Outcomes Improvement Plan and the six Transport Planning Objectives of the Local Transport Strategy.	These actions will be delivered in line with the approach set out in the Lennoxtown Place Plan.	In line with the timescales set out in the Place Plan
Carry out roads and footway audits in partnership with the local community to help identify any potential future upgrade works		Potential funding and delivery partners: SPT.	

Live Action Plan

The Local Transport Strategy Action Plan will be a live action plan over the five year period. This will ensure that the action plan will remain up to date which will reflect a continually evolving environment of national and regional transport policy, legislation and project direction.



8. Monitoring

The progress being made in the delivery of each action contained within the action plan will be monitored throughout the lifetime of the Strategy. The progress being made in delivering on the six Transport Planning Objectives will also be monitored by recording progress being made across a number of indicators. These indicators are provided through national, regional and local datasets as well as information recorded by the Council delivery services. The table below outlines what indicators will be used and how they will help record progress of the Local Transport Strategy achieving the Transport Planning Objectives. The most recent data for each indicator is also included which provides a baseline figure.

Mode	Theme	Indicator	Source	Baseline	Link to Transport Planning Objective(s)
Active Travel	Travel to school	Proportion of pupils who walk to school	Hands Up Scotland Survey	43.4% (2018)	1, 5
		Proportion of pupils who cycle to school	Hands Up Scotland Survey	3.1% (2018)	1, 5
	Travel to work	Proportion of East Dunbartonshire residents who walk to work	National Census	4.8% (2011)	1, 5
		Proportion of East Dunbartonshire residents who cycle to work (Average 2013-2017)	Travel and Transport in Scotland	1.4%	1, 5
	Frequency of walking	Adults (16+) – frequency of walking as a means of transport in previous seven days	Travel and Transport in Scotland	No days – 36.2% 6-7 days – 13.9% (2016)	1, 5
	Training	Number of children trained in Bikeability cycle training	East Dunbartonshire Council	Level 1 – 344 Level 2 – 333 (2016/17)	5, 6
		Proportion of primary schools delivering Level 2 Bikeability cycle training	East Dunbartonshire Council	22% (2016/17)	5, 6
	Cycle counts	Number of people passing cycle counters in East Dunbartonshire	East Dunbartonshire Council / Sustrans / Scottish Canals	Various levels across separate counters	1, 5

Mode	Theme	Indicator	Source	Baseline	Link to Transport Planning Objective(s)
Public transport	Bus services	Adults (16+) use of local bus services in the previous month	Travel and Transport in Scotland	Every day or almost every day – 6% Not used in the past month – 64.2% (2017)	1
	Rail patronage	Estimated entries and exits at stations	Office of Rail and Road	Bearsden – 542,322 Bishopbriggs – 772,256 Hillfoot – 317,556 Lenzie – 885,596 Milngavie – 940,026 Westerton – 783,084 (2017/18)	1
	Travel to work	Proportion of East Dunbartonshire residents who travel to work by bus	National Census	7.4% (2011)	1, 3
		Proportion of East Dunbartonshire residents who travel to work by train	National Census	8.4% (2011)	1, 3
Roads	Road traffic	Vehicle kilometres travelled on East Dunbartonshire's roads	Scottish Transport Statistics	581 million km (2017)	3
	Road counts	Number of vehicles on specific roads	East Dunbartonshire Council	Various levels across separate counters	3
	Road condition	Rating of East Dunbartonshire road conditions by traffic light systems	Scottish Transport Statistics	Red (all roads) – 6% Amber (all roads) – 29%	6
	Travel to work	Proportion of East Dunbartonshire residents who travel to work by car	National Census	67.7% (2011)	3
	Frequency of driving	People aged 17+ frequency of driving	Travel and Transport in Scotland	Every day – 41.7% Less than once a month – 0.9% (2017)	3

Mode	Theme	Indicator	Source	Baseline	Link to Transport Planning Objective(s)
Parking	Use of EDC Car Parks	Use and turnover of East Dunbartonshire charged car parks	East Dunbartonshire Council	Various levels across town centre car parks	1
	Use of EV charging points	Total number of charging events / kwh charged	East Dunbartonshire Council / Scottish Government	Various levels across individual charging points	1, 3
All modes	Inequalities	SIMD ranking for East Dunbartonshire data zones including geographic access ranking	Scottish Index of Multiple Deprivation	Individual results for all data zones	2
	Employment	Level of employment by type in East Dunbartonshire	NOMIS	Baseline of 2019 figures for all employment types	4
		Growth of employment sectors	Scottish Government	Baseline of 2018 figures for all growth sectors	4
		Gross Weekly Pay for workers in East Dunbartonshire versus those who travel out of East Dunbartonshire	NOMIS	Baseline of 2018 figures	4

A Monitoring Report will be produced by the Council mid-way through the period of the Local Transport Strategy to show progress being made on the delivery of the Strategy.

If you have any questions or would like further information about the Local Transport Strategy, please contact :

Land Planning Policy Team

Place, Neighbourhood & Corporate Assets

Broomhill Depot

Kilsyth Road

Kirkintilloch

G66 1TF

Other formats and translation

This document can be provided in large print, Braille or on CD and can be translated into other community languages. Please contact the Council's Communications Team at:

East Dunbartonshire Council, 12 Strathkelvin Place, Southbank, Kirkintilloch, G66 1TJ
Tel: 0300 123 4510

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

اس دستاویز کا درخواست کرنے پر (اردو) زبان میں ترجمہ کیا جاسکتا ہے۔ براہ مہربانی فون نمبر 0300 123 4510 پر رابطہ کریں۔

ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਮੰਗ ਕਰਨ ਤੇ ਪੰਜਾਬੀ ਵਿੱਚ ਅਨੁਵਾਦ ਕੀਤਾ ਜਾ ਸਕਦਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ 0300 123 4510 ਫੋਨ ਕਰੋ।

Gabhaidh an sgriobhainn seo cur gu Gàidhlig ma tha sin a dhith oirbh. Cuiribh foin gu 0300 123 4510

अनुप्रेष करने पर यह दस्तावेज हिन्दी में भाषांतरित किया जा सकता है। कृपया 0300 123 4510 पर फोन कीजिए।