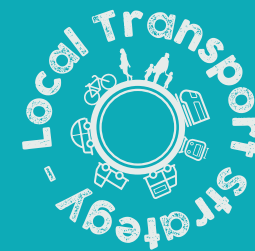


Transport Options Report 2018







Foreword

This Transport Options Report is the first step in refreshing our Local Transport Strategy which expired in 2017.

The Local Transport Strategy 2013-17 helped contribute to an extensive transport network in East Dunbartonshire which includes walking, cycling, bus, rail, and road links.

The active travel network of walking and cycling routes include 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 benefits from having well known routes passing through including the John Muir Way and the Thomas Muir Heritage Trail. In addition to this, Milngavie is the starting point for the iconic West Highland Way. The authority has a number of local routes and loops adding to the active travel network and the new East Dunbartonshire Cycle 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 more trips to be made by walking and cycling through route guidance available at key locations throughout the authority 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 express services to Glasgow.

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.

It is important that the Council continue to make improvements to the transport network to ensure that there are attractive options in place to enable a shift to sustainable travel whilst being accessible to all and is safer than ever before.

Work has been ongoing to identify improvements that can be made and the Council has gathered significant amounts of evidence and data since the last Local Transport Strategy. This Transport Options Report sets out the Council's current preferred options and rationale for implementation.

It is absolutely vital that the public have their say on the Transport Options Report and I would urge you to use this opportunity to provide your feedback on the options included in this report.

Councillor Billy Hendry
Convener of Place, Neighbourhood & Corporate Assets Committee

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Local Transport Strategy

I. Introduction

I. Introduction

Good transport provision is of critical importance to the wellbeing of communities, health, the environment, facilitating economic prosperity and creating attractive places to live and work. The Council has begun work on a new Local Transport Strategy (LTS) for East Dunbartonshire and this Transport Options Report is the first step in this process.

This TOR draws on available evidence and policy and sets out East Dunbartonshire Council's preferred transport options that could be included in and delivered through the Council's forthcoming refreshed LTS. The previous LTS ran from 2013-17. This TOR presents options that aim to improve transport conditions across East Dunbartonshire by modes of active travel (walking and cycling), public transport, roads and parking. It represents the first opportunity to consult on a range of transport proposals and will inform the draft LTS.

Section 2 outlines the roles and responsibilities that relevant stakeholders have in delivering transport services and infrastructure in order to clarify what options are available to the Council to intervene in transport matters.

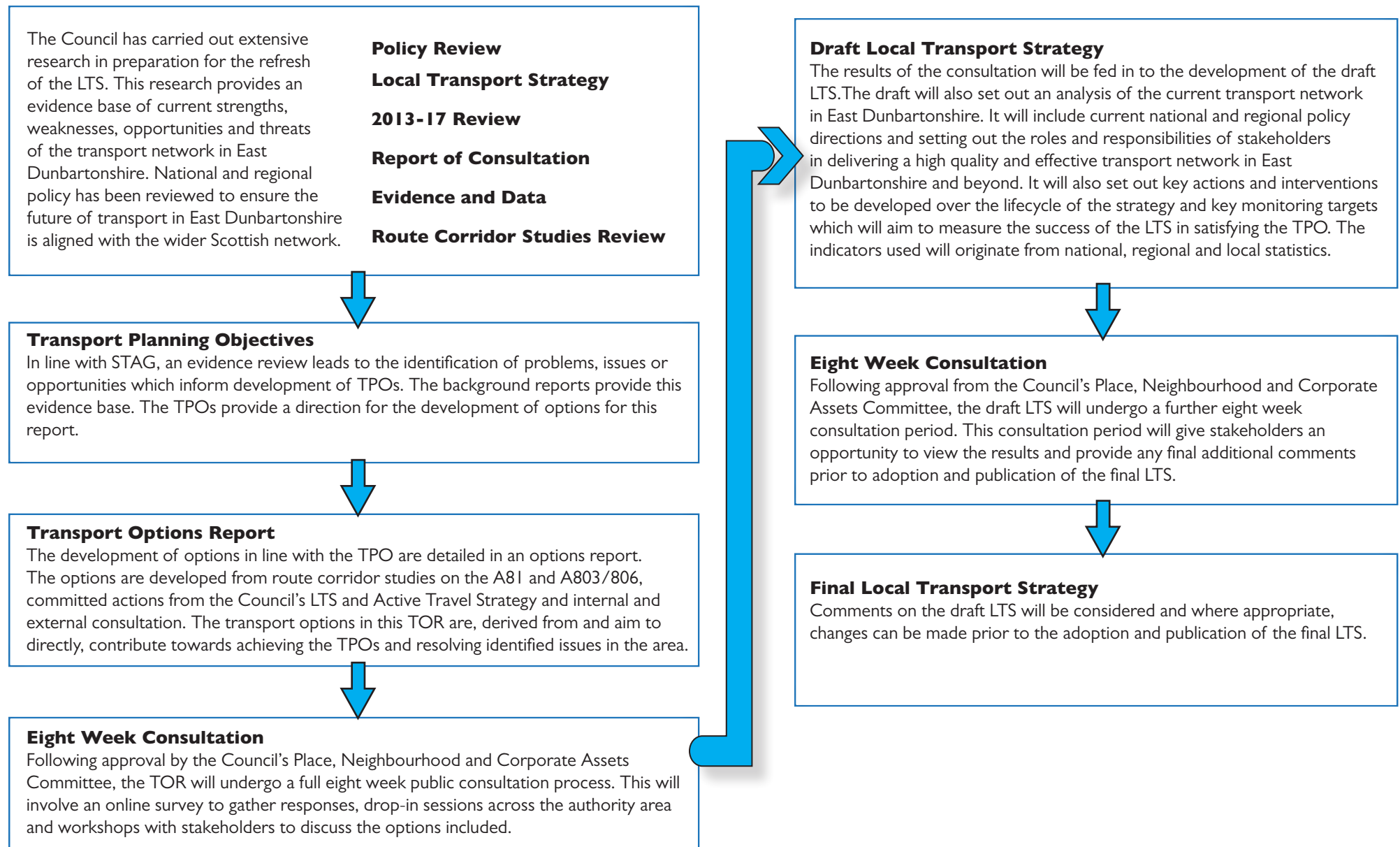
It is a national policy requirement for modal shift from private vehicle use to sustainable transport. A detailed explanation of the rationale for this shift and why the Council has identified this as a key objective of the LTS is included in Section 3. This rationale includes evidence from national documents as well as the benefits for health and the wider society.

This TOR is informed by a range of sources of evidence and further information on this is provided in section 4 of this document. The Council has carried out research including; a review of national, regional and local policy; a transport evidence and data review; a summary of the independent 2015 AECOM A803/A806, AECOM A81 and 2018 WSP A81 Route Corridor Studies; as well as an evaluation of the LTS 2013-17. The Council has already carried out extensive consultation on documents such as the LTS 2013-17, the Local Development Plan, the Active Travel Strategy 2015-2020, and the Culture Leisure and Sport Strategy. Feedback from these consultations along with other qualitative and quantitative evidence has informed the development of transport options that have been included within this report. These background reports form the evidence base to the TOR and the subsequent LTS.

The background reports present the evidence used to derive Transport Planning Objectives (TPOs). In line with Scottish Transport Appraisal Guidance (STAG), an evidence review leads to identification of problems, issues or opportunities which inform development of TPOs. This in turn informs option development, which are then appraised in line with the STAG methodology. Section 5 sets out the East Dunbartonshire LTS proposed TPOs which will aim to address issues identified in the background reports. The main section of the TOR, Section 6 – Transport Options, sets out options for all transport modes and states the Council's preferred options and the associated rationale for each. The transport options in this TOR are derived from and aim to directly contribute towards achieving the TPOs and resolving identified issues in the area.



The Local Transport Strategy Process



Responding to this Transport Options Report (TOR)

Have your say on the Transport Options Report

We want to hear your views about the future of transport in East Dunbartonshire and you can do this in a number of ways, including drop-in sessions, workshops, an online survey and more!

Come along to our drop-in sessions and have a chat about the Local Transport Strategy and discuss the options with us.

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

Visit our website at www.eastdunbarton.gov.uk/transport-options-report from 3 December onwards to view the Transport Options Report and booklets designed for each community area. The online survey is available on this webpage. Alternatively, copies of the documents are available at Council offices, community hubs and libraries, and comments can be posted to:

Land Planning Policy Team, East Dunbartonshire Council, Southbank House,
1 Strathkelvin Place, Kirkintilloch G66 1XQ

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





2. Roles and Responsibilities

2. Roles and Responsibilities

This section aims to summarise the roles and responsibilities of all agents involved in transport in Scotland as it currently stands. The current state of transport in Scotland is complex and involves interaction with many agents across various sectors. A range of organisations from national to local, private and public are involved in the delivery of transport services. There is often confusion as to what powers or obligations are held by each organisation.

This section sets out roles and responsibilities at national, regional and local level and clarifies what options are available to the Council to intervene in transport matters.

National

The Scottish Government has overall responsibility for strategy and the regulatory framework along with the Scottish Parliament. Through the Scottish Government's transport agency, Transport Scotland, the government owns and manages the trunk road network, it lets and manages franchises for rail and ferry services, it operates national schemes like the National Concessionary Bus Travel Scheme and it also supports local authorities and commercial operators to provide transport services.

Regional

Regional Transport Partnerships (RTPs) were created in 2005 in Scotland to replace Passenger Transport Executives. The aim of RTPs was to strengthen the planning and delivery of regional transport to better serve needs of people and businesses. They form the link between national government and local authorities and are defined as independent corporate bodies in the Transport (Scotland) Act 2005. Strathclyde Partnership for Transport (SPT) is the RTP for west, central Scotland and has 12 local authority members, including East Dunbartonshire. RTPs also work with local authorities and other stakeholders in order to deliver specific transport projects and are a key agency in the development planning process. RTPs are also statutory partners in Community Planning Partnerships. In some regions, RTPs additionally undertake some public transport functions, e.g. SPT runs the Glasgow Subway and operates a number of bus stations.

The Transport (Scotland) Act 2005 placed a statutory duty on all seven Scottish RTPs to produce a regional transport strategy. The RTS for Strathclyde was published in 2008 by SPT and presents a vision for "A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all".



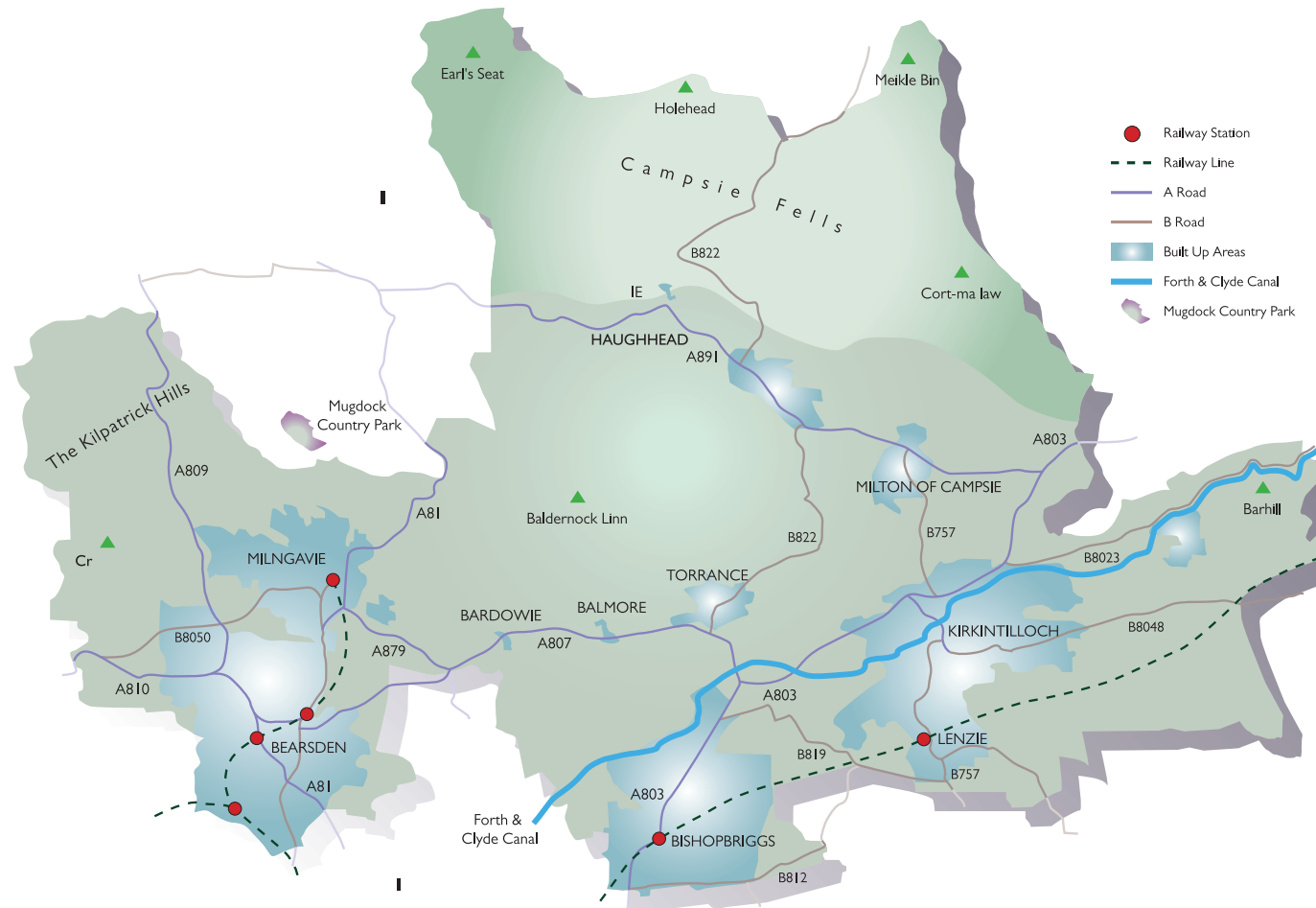
In East Dunbartonshire, SPT has the following roles:

- Monitoring of commercial bus services and securitisation of subsidised services where required
- Liaising with bus operators
- Operates MyBus – a demand responsive transport service
- Performs the administration of ticketing schemes such as the ZoneCard, Subway Smartcards, and the Concessionary Travel Card for passengers over 60 or with a disability
- Manages bus infrastructure via an agency agreement with the Council
- Manages school bus services on behalf of the Council.
- Manages regional car share scheme 'Liftshare', which the Council participates in.
- Organises the West of Scotland Rail Forum

Local Authorities

Local authorities play crucial roles within the Scottish transport system. Local authorities own and are responsible for maintenance and development of the local road network (excluding trunk roads) as well as cycle and pedestrian path networks. The 1988 Road Traffic Act puts a 'statutory duty' on the local authorities to deliver an appropriate road safety education service and for the provision of a safe local road network. This includes road construction, accident investigation and analysis, traffic calming, setting speed limits and providing facilities for pedestrians and cyclists. The Scottish Government considers that local authorities are in the best position to decide when a particular traffic management scheme could be usefully introduced on roads in their area.

Further information on the roles and responsibilities of road safety policy and delivery can be found at: <http://www.gov.scot/Publications/2009/10/01090036/12>





3. The Transition to Sustainable Transport – Why?

3. The Transition to Sustainable Transport – Why?

The trends emerging from national and regional policy are focused on tackling problems that are exacerbated by excessive private car use. There are a number of strategies and policies which set out the need for a modal shift to sustainable transport, such as the National Transport Strategy, A Long Term Vision for Active Travel in Scotland, Cycling Action Plan for Scotland, National Walking Strategy, Cleaner Air for Scotland and the Regional Transport Strategy. An LTS is required to follow the policy directions that are passed down through national and regional policies which are listed in the strategies above. It is important that East Dunbartonshire assist in delivering the changes set out in these strategies to ensure Scotland as a whole is travelling more sustainably and actively thus ensuring the benefits resulting from this mode shift are felt by our local residents.

The direction of transport policy in Scotland is provided on a national scale by the NTS. It was produced in 2005 and was then refreshed in 2016. One of the five high level objectives directly relates to sustainable transport;

“Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimises emissions and consumption of resources.”

The NTS is currently in the process of being reviewed.

In 2014, the Scottish Government detailed a long term vision for active travel in Scotland. The vision created an ideal scenario for Scotland that in 2030 active travel will be the norm for many more people. The scenario sees the aim for infrastructure to be greatly improved including segregated cycleways on all major roads in to towns and urban centres, or high quality, safe and pleasant alternatives. Services and main trip attractors and generators will all be accessible by foot and by bicycle, with appropriate cycle parking and changing facilities. The overall vision was for a cultural and behaviour change to be progressed where active travel is the social norm for shorter journeys, replacing the reliance on car journeys for these short trips.

The Cycling Action Plan for Scotland was published in 2010 and then refreshed in 2013. It set out a vision for “10% of everyday journeys to be made by bike, by 2020”. It was refreshed in 2017 and one of Cycling Scotland’s pre-requisites for success was that the shared goal of 10% modal share by 2020 should remain.

The National Walking Strategy, produced in 2014 sets out a vision for

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

Cleaner Air for Scotland – The road to a healthier future, which was produced in 2015, sets out a vision for Scotland to have the best air quality in Europe. Transport plays a large part in this strategy’s action plan with it being a key cause of poor air quality due to the emissions of NOx gases and very small particulate matter (PM₁₀). The action plan detailed a number of measures to reduce the amount of emissions being released by transport.

An objective within SPTs Regional Transport Strategy “A Catalyst for Change” is for modal shift – to increase the proportion of trips undertaken by walking, cycling and public transport.

The Minister for Transport and the Islands announced the creation of an Active Travel Task Force in November 2016. The Task Force’s remit was to identify and make recommendations on ways to improve the delivery of ambitious and inclusive walking and cycling projects in Scotland. A report was produced by the Task Force in June 2018 which set out 18 recommendations to improve the delivery of these projects and ensure that the processes and infrastructure are in place to increase the levels of active travel in Scotland.

As seen from the examples highlighted, there is a clear focus and direction from national and regional policy for a shift to more sustainable modes of travel. This shift is away from private car use and on to walking, cycling, and public transport. Currently, levels of private car use in East Dunbartonshire is very high and is still growing. Reliance on private car use creates many problems; traffic congestion hinders economic growth, it creates harmful emissions from a human health and climate change perspective, it means people generally exercise less with adverse health effects and a lack of provision for those who cannot afford a private car falls disproportionately on cohorts experiencing deprivation and thus increases inequality. Over the last 50 years, many major transport schemes have given priority to cars over people and roads often dominate our urban centres. This has

often resulted in town centres that are noisy, polluted, and unpleasant, with poor air quality and perception of poor pedestrian safety.

The empirical evidence is telling us that private car use is growing. East Dunbartonshire in particular has very high levels of car ownership and amongst the highest levels of car use for travelling to work or study in the country. The NHS states that sedentary lifestyles are partly responsible for many of the current health concerns affecting the population. It has been demonstrated that increased levels of exercise improve long term health and reduce the risk of developing health problems like heart disease, stroke, Type 2 Diabetes and cancer.

Changing travel habits and getting out of the car and travelling actively by walking or cycling would go some way to improving the health of the residents of East Dunbartonshire whilst also contributing to reduced congestion and reducing air and noise pollution. Strategic Environmental Assessments regularly highlight that active travel options are the preferred options from an environmental perspective. Investment in sustainable travel also offers benefits in terms of climate change adaptation by offering increased resilience in the face of extreme weather events when roads are often closed or congested.

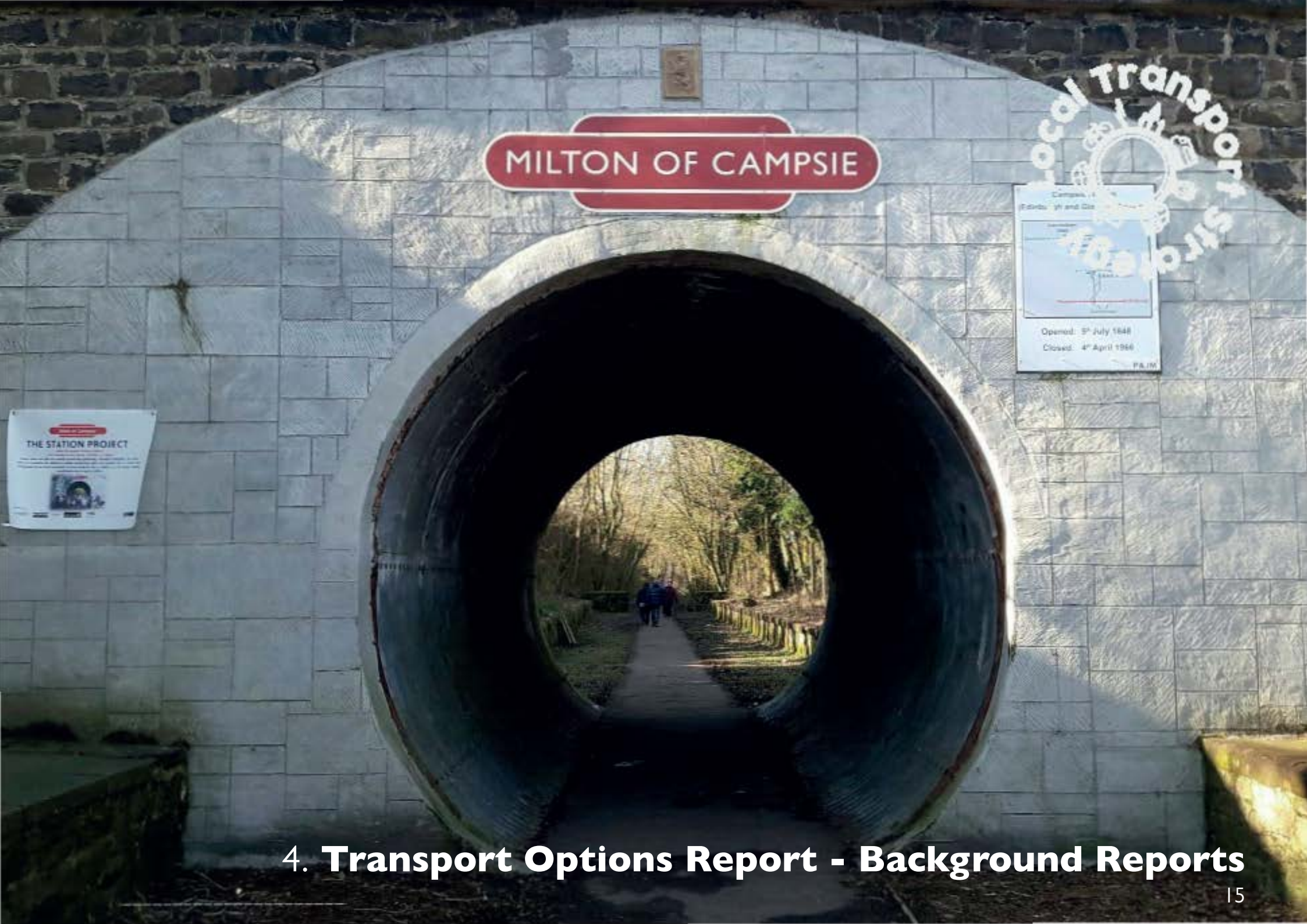
If the levels of car ownership and car use continue to grow, the road network will fail to cope with increased traffic and congestion will become more common. To rely on private car transport in the future is not sustainable. In line with national and regional policy and all available evidence, the Council therefore firmly believes, that efforts must be channelled into improving the options for sustainable transport in the area. That means improving facilities for walkers, cyclists and public transport in order to encourage and enable residents to leave their cars at home where possible. In order to generate a shift to sustainable transport, the Council have developed a number of options to provide an attractive incentive to make this a reality. These options are detailed within Section 6 of this report.

The Council recognises that there are some cohorts in East Dunbartonshire who, for various reasons, are dependent on a car for transport due to either disability or mobility issues and that it is not fair or practical to penalise them for using their car. The aim of this strategy is not to penalise these users but rather give more realistic sustainable choices to those able to make changes. However, if the Council is realistically going to accelerate the change to more sustainable transport behaviour and deliver the benefits of sustainable transport to its residents, some changes to how people currently travel are inevitable.

The transition to sustainable transport even at a local level will generate many benefits for the residents of East Dunbartonshire. Changing travel behaviours has the potential to; improve health, reduce our emissions to contribute to mitigating climate change, be

more resilient to climate change, create a more attractive place to live and work, reduce congestion for drivers, stimulate town centres, drive economic growth by providing better connections within communities and further afield and reduce inequality across the area.





4. Transport Options Report - Background Reports

4. Transport Options Report - Background Reports

Four background reports and a Report of Consultation have informed this Transport Options Report. These documents are summarised in this section and can also be accessed at www.eastdunbarton.gov.uk/transport-options-report and in Council libraries.

Background Report 1: Policy Review

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

- Improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
- Reduced emissions, to tackle climate change, air quality, health improvement; and
- Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money or alternative to car.

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

The RTS for Strathclyde was published by SPT in 2008 and presents a vision for “A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. Through a number of objectives, the RTS aims to facilitate the following outcomes, aligned with the Scottish Government’s National Outcomes:

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

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

The review revealed the following points as the key themes throughout national, regional and local policy.

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



Background Report 2: Data and Evidence Review

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

The following general trends in East Dunbartonshire are observed:

- The majority of residents in East Dunbartonshire travelled to work or study by car or van (67% compared to the Scottish average of 62%)¹
- The percentage of people using public transport to travel to work or study in East Dunbartonshire is very low compared to the Scottish average.
- The percentage of people walking or cycling to work or study in East Dunbartonshire is very low compared to the Scottish average.
- East Dunbartonshire school pupils recorded higher overall levels of active travel to school than the national average, however, levels of cycling to school was lower²
- Rail patronage is rising in the long term and is relatively high compared to the Scottish average. Recent years have seen falls in entries and exits at each station within East Dunbartonshire. There are minor losses along the Milngavie line and Bishopbriggs and Lenzie have felt the impact of the ongoing works on this line as part of the Edinburgh Glasgow Improvement Programme³.
- Bus patronage is falling locally and nationally, however, the patronage in East Dunbartonshire is low compared to the Scottish average¹.
- East Dunbartonshire has very high levels of car ownership compared to regional and national levels⁴.
- The levels of road traffic reduced following the economic downturn in 2008. However, in 2016, road traffic levels followed the national trend and returned to the peak levels observed in 2007. This represents a major transport issue for the future in East Dunbartonshire⁵.
- Road safety is improving in East Dunbartonshire with both serious and overall reported accidents down by almost 50% over the past decade⁵.
- Overall petrol and diesel consumption in East Dunbartonshire continues to fall⁵.
- Air quality, although improving, is still a problem that requires further action to reduce harmful emissions and further monitoring is required. The Bishopbriggs and Bearsden Air Quality Management Area Action Plans set out detailed plans for improving air quality in these areas.

¹ National Census 2011 - <http://www.scotlandscensus.gov.uk/ods-web/area.html>

² Sustrans Hands Up Scotland Survey 2015

³ Office of Rail and Road – Station estimates 2016/17

⁴ Scottish Household Survey 2016

⁵ Scottish Transport Statistics 2017



Background Report 3: Route Corridor Studies

A number of independent studies have been carried out in East Dunbartonshire on the A81 Milngavie-Bearsden-Glasgow and A803/806 Kirkintilloch-Bishopbriggs-Glasgow route corridors. The purpose of these studies was to appraise a range of options that aim to improve overall transport conditions in East Dunbartonshire, support sustainable transport options and active travel in the two route corridors. This was in line with the Council's Local Transport Strategy 2013-2017.

The studies use the STAG approach which reviews the available evidence, formulates TPOs based on issues identified in the evidence review, and generates transport options to fulfil those objectives and tests those options against a range of criteria. The studies provide a rigorous assessment of transport options and acts as an evidence base for decision makers.

The studies are lengthy and have been summarised in the Route Corridor Studies Background Report. The background report describes a summary of the evidence, the objectives and options with summarised outcomes of the assessments against the STAG criteria. Crucially, the benefits and risks of each option are included as well as estimates of costs of the options.

In the 2015 A803/806 study, the bus based options of a Quality Bus Corridor (QBC) on the A803 with complimentary walking and cycling measures to improve integration between modes and the bus based park and ride options in the areas of Westerhill, Bishopbriggs and near the B757 near Lenzie perform much stronger in the appraisal than the rail options of new rail stations at Westerhill and Woodilee. Also the benefits of the rail options are largely undermined by the development of Robroyston Station in the Glasgow City Council area and this project is at an advanced stage, with delivery expected late 2019.

In the 2015 A81 study, a combined package of walking and cycling with public transport options to improve local access to the A81 corridor was concluded to be an appropriate response to the challenges faced on the A81. With respect to the public transport options, further investigation of the feasibility of a new rail station at Allander was required. This work required to assess the potential demand, and cost implications to determine deliverability. Further discussion with bus operators and the Regional Transport Partnership SPT, is advised to improve conditions for buses and investigate creation of a QBC on the A81.

The final STAG study on the A81 was completed in 2018 following a decision by Council to set aside funds to carry out a study using quantitative transport modelling on the feasibility and rationale for transport options on the A81 corridor, including a new rail station at Allander. This involved demand forecasting and generation of value for money

assessments in order to establish the economic viability for significant interventions. The study included a number of options including: extension of the Bears Way (Phases 2 & 3), expansion of Milngavie rail station car park via decking, provision of additional parking for Hillfoot Station at south Kilmardinny as well as two separate options for a rail station at Allander. The RCS background report has more detail and outcomes of each option.

The report states the preferred option is the expansion of Milngavie Station Car Park via decking. This scored the highest on both the qualitative appraisal and quantitative cost benefit analysis.



Background Report 4:

Monitoring of Implementation of the Local Transport Strategy 2013-17

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

Construction of the Bishopbriggs Relief Road (BRR) phase 4 commenced in Spring 2016 and was due to be completed by summer 2017, providing a further link between Westerhill and the M80, which should remove traffic from Bishopbriggs Town centre, a designated Air Quality Management Area. Construction delays due to ongoing wider works to deliver the Edinburgh-Glasgow Improvement Programme (EGIP) being carried out by Network Rail, meant that the road was completed in June 2018. Following the completion of the BRR Phase 4, the old Westerhill Road has been transformed into an active travel corridor, known as the Wester Way.

Construction of phase I of the 'Bears Way' segregated cycle lane from Burnbrae to Hillfoot has been delivered.

An Active Travel Strategy (ATS) was produced and published in late 2015 which states proposed plans for increasing walking and cycling in East Dunbartonshire. This was a key output of the LTS and sets the framework for a range of infrastructure and behaviour change initiatives required to deliver a step change in travel behaviour in East Dunbartonshire. The ATS runs from 2015-2020 and has an ambitious list of infrastructure projects as well as behaviour change initiatives.

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



Report of Consultation – Stage 1 – Previous Consultation

Throughout several documents which the Council has previously consulted on, respondents consistently expressed:

- Parking provision should be improved or at least protected, especially at stations and town centres
- Support for new rail stations with park and ride, especially at Allander
- Support for improved walking and cycling facilities
- The Council should consider all demographic groups when providing infrastructure

It is difficult to express universal views on specific issues as many responses were received on a number of topics. However, the recurring themes and views described above were expressed consistently. The Council can demonstrate a robust and extensive consultation and publicity process for strategy development as summarised in this background report. For full reports of consultation and the original documents described, please visit <https://www.eastdunbarton.gov.uk/residents/planning/planning-policy>

**Have your say,
more details on how
to get involved on
page 7**





5. Transport Planning Objectives

5. Transport Planning Objectives

TPOs should be derived from the quantitative and qualitative evidence bases and should focus on resolving identified issues. TPOs form an important backbone of this options report as each option is appraised against them. This is to ensure any options coming out of the appraisal process are derived from an identified, evidence based problem or opportunity.

Furthermore, Scottish Transport Appraisal Guidance identifies a number of relevant key concepts:

- STAG can be used in all transport appraisal contexts including transport and development policies or strategies.
- STAG provides best practice transport appraisal guidance to be used to find transport solutions to identified or perceived transport problems and opportunities using an evidence base.
- The Transport Planning Objectives developed as part of a STAG study or strategy must capture the essence of the evidence based problem to be addressed or opportunity being undertaken.

These three points are crucial to the process of developing TPOs for the East Dunbartonshire Local Transport Strategy and highlight the need for the objectives to be based on the evidence available from the research conducted in the background reports. TPOs should also be S.M.A.R.T which requires each objective to be:

| | |
|-------------------|---|
| Specific | – it will say in precise terms what is sought; |
| Measurable | – there will exist means to establish stakeholder’s satisfaction on whether or not the objective has been achieved. |
| Attainable | – there is general agreement that the objective set can be reached; |
| Relevant | – the objective is a sensible indicator or proxy for the change which is sought |
| Timed | – the objective will be associated with an agreed future point by which it will have been met. |

The ‘Measurable’ aspect of a TPO is crucial for monitoring and evaluation purposes post LTS adoption.

Following review of the wider policy context, recent Multi Modal Route Corridor studies, data and evidence available, the following Transport Planning Objectives are proposed for the Local Transport Strategy:

1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips
2. Reducing inequality by providing high quality access for all
3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire
4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities
5. Improving health by increasing walking and cycling rates
6. Improve safety on all modes of transport.

The following table assesses the proposed TPOs against the SMART criteria.

| Objective | Specific | Measurable | Attainable | Relevant | Timed |
|--|--|---|--|--|---|
| 1. Increasing modal shift towards more sustainable modes of travel for both travel to work and leisure trips | Objective relates to modal shift and can be attributed from trips generated from specific geographical areas. An overall aim of reducing car journeys. | Traffic and cycle/pedestrian counts collected by EDC. Travel to Work (and school) Data from various sources. E.g. census data, Scottish Household Data, Hands up Survey. | Requires a joined-up and multi-agency approach, requiring support from transport providers and policy makers at all levels. Partnership working with neighbouring local authorities and RTP/ government. | This objective accords to policy at all levels seeking a transfer from car trips to other modes. Modal shift will assist in the reduction of future traffic growth. | Base date can be taken i.e. 2011, in line with the most recent travel to work data. |
| 2. Reducing inequality by providing high quality access for all | Objective relates to using sustainable transport as an enabler to improve opportunities to all by increasing access that is affordable and easily realised. Creates options that reduce reliance on private car. | Projects delivering improved transport infrastructure in high SIMD areas and near public transport connections. (quantity). Change in sustainable travel behaviours in high SIMD areas and positive change in employment rates in high SIMD areas. Projects that improve accessibility for users with restricted mobility, visually impaired or disabled users. | Requires buy in from community groups and information provision in areas affected. Requires partnership working with Community and Place teams. | Contributes to LOIP and Scotland's Economic Strategy. | This objective can be measured across a four year period. |
| 3. Reducing Emissions through reduced vehicle mileage in East Dunbartonshire | Objective relates to increasing proportion of journeys carried out by active means, public transport, or reducing the need to travel through development planning reducing car use. Also relates to behaviour change activities and seeks to address issues of air quality, healthy living and environmental protection. | DECC data on Transport CO2 emissions can highlight estimated changes in emissions. Air quality monitoring in progress and well developed. Annual data available. | Requires investment in both infrastructure and information/promotion to make active travel and public transport an attractive option in place of the car. | EDC has higher than average car ownership and lower than average active travel participation and public transport usage rates. Contributes to local authority's climate change mitigation duties. EDC has two AQMA's. | This objective can be measured across a four year period. |

| Objective | Specific | Measurable | Attainable | Relevant | Timed |
|--|---|---|--|--|---|
| 4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities | Objective relates to the use of sustainable transport interventions to encourage inward investment and economic growth, including development of vibrant, connected town centres and active destinations. | Number of planning applications realised and economic growth in the study area (e.g. reduced unemployment) Reduction in unemployment levels in the high SIMD areas % increase in investment. New businesses start-ups. | Objective requires partnership working with various agencies - both transport, planning and enterprise, from the public and private sectors, to deliver transport interventions and a business environment that support this goal. | Directly linked to Scotland's Economic strategy and the Council's Economic Development Strategy. | This objective can be measured across a four year period. |
| 5. Improving health by increasing walking and cycling rates | Objective relates to the use of sustainable transport interventions to encourage increased exercise levels for work and leisure trips that would otherwise have been made by private car. | Cycle counters act as proxy variable for increases in exercise levels. | Objective requires partnership working with various agencies - transport, planning, education, NHS and enterprise. | National Walking Strategy. Cycling Action Plan for Scotland. Let's make Scotland More Active - A Strategy for Physical Activity. | This objective can be measured across a four year period. |
| 6. Improve safety on all modes of transport | Objective relates to reduction of accidents and casualties arising from using all modes of transport | Casualty statistics provided by Transport Scotland. | Objective influenced by road safety measures, vehicle speed reduction, Awareness campaigns. | Statutory responsibility to reduce casualties and demonstrate progress. | This objective can be measured across a four year period. |



6. Transport Options

The TOR sets out the Council's preferred transport options for the area and why they are preferred. Alternatives are suggested with reasons why they are not preferred. In addition, there are a number of options that are neither preferred nor alternative – these represent projects where the Council wishes to seek the views of communities and stakeholders and/or which remain long term aspirations of the Council and require the safeguarding of land but at this point in time, due to delivery constraints out with the Council's control, are not options for delivery at this stage.

The options are based on addressing the Transport Planning Objectives as outlined in Section 5

East Dunbartonshire Council will consider the wider impacts of any transport intervention on local environments and biodiversity. The Council accepts that some transport improvements may create increasingly fragmented habitats and disturbances to local environments and where any such risk is identified, will ensure that appropriate surveys should be carried out to identify such areas and design appropriately for local biodiversity. Surveys will include scope for possible mitigation.

The Council will aim to ensure all actions are compatible with wider sustainability considerations and furthermore, are consistent with the key objectives within the Sustainability and Climate Change Framework.

The Council will also consider the potential for new conflicts created by new interventions and carry out an assessment of associated risk. Where appropriate, interventions will be identified as 'Preferred' when they are deemed to fit into an integrated package of measures that complement an effective transport network.

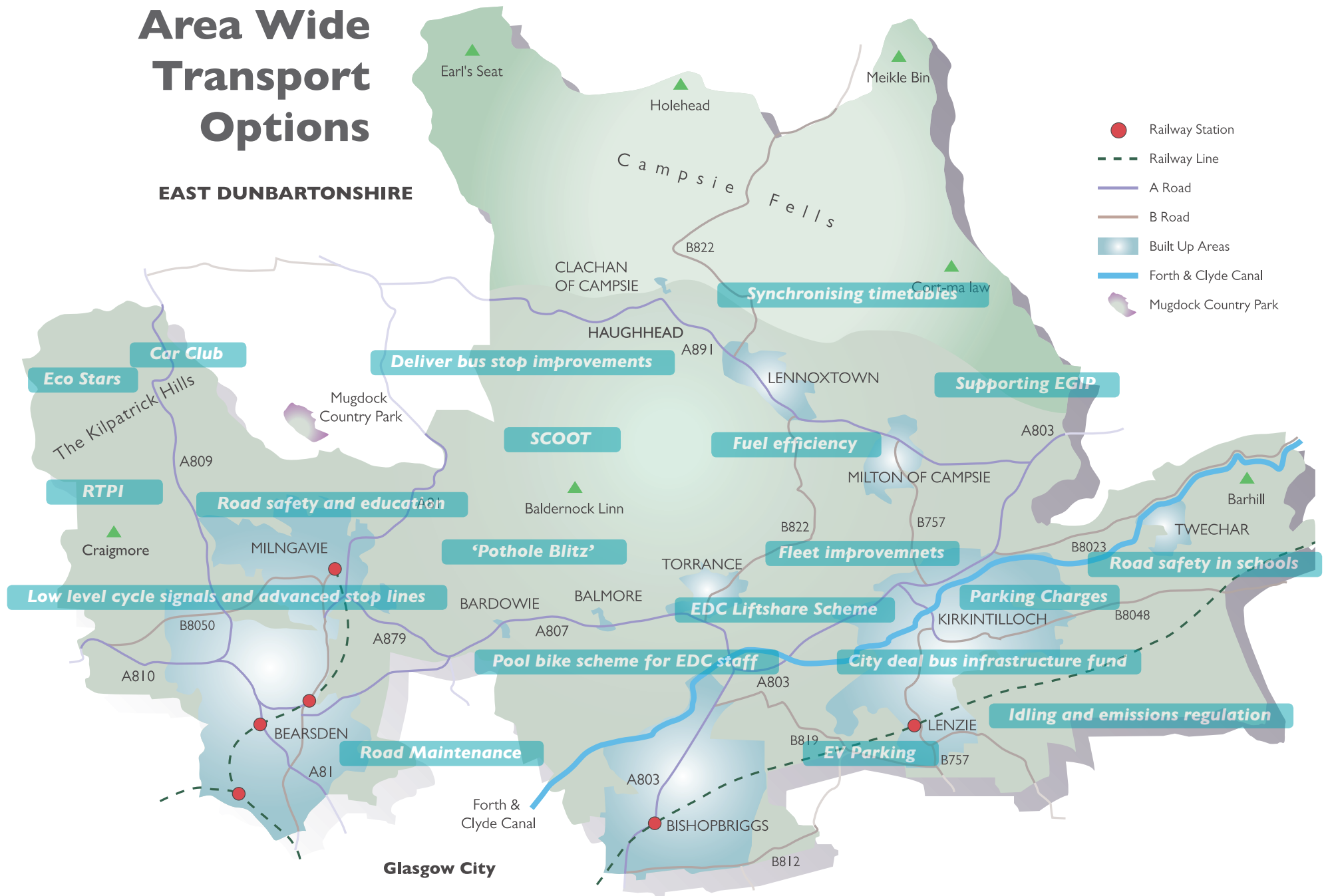
East Dunbartonshire Council – Transport Options

The options are grouped together in the towns and villages they are linked to, as well as being split in to key themes within these groups. The first section details the options and improvements that could be made which are not specific to any town or village but can be implemented across the authority area.



Area Wide Transport Options

EAST DUNBARTONSHIRE



Theme – Active Travel

| ATS Action Point | Description |
|------------------|---|
| 1.13 | East Dunbartonshire Loop |
| 1.14 | Improve access by active travel to green network/open spaces. |
| 1.15 | Cycling in EDC parks |
| 1.16 | Secure cycle storage at rail stations and town centres. |
| 1.17 | Planning policy and development management |
| 1.18 | Town centre strategies |
| 1.19 | 20mph zones |
| 1.20 | Signage improvements – Healthy Habits signage |
| 1.22 | Maintenance |
| 2.1 | Ensure all primary and secondary schools provide school travel plan or active travel co-ordinator |
| 2.4 | Educate the school community on active travel by incorporating into the school curriculum |
| 2.5 | Encourage participation in national events such as Walk to School Week |
| 2.6 | Minimal car access to all new build schools |
| 2.7 | Provision of funded personnel to deliver school active travel plans and implementation of actions. |
| 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 |
| 2.9 | Promote cycle friendly employer status for East Dunbartonshire employers |
| 2.10 | Assist employers to support/designate an active travel ambassador or a workplace cycling instructor |
| 2.11 | Promote adult and commuter cycle training to businesses |
| 2.12 | Promote dedicated workplace active challenges to local employers |
| 2.13 | Encourage/assist businesses to send employees on a cycle ride leader course |
| 2.14 | Create and promote dedicated active travel section on EDC website |
| 2.15 | Continue Healthy habits programme and develop across East Dunbartonshire |
| 2.16 | Produce pocket size active travel route guides |
| 2.17 | Develop an annual 'programme of active travel events' calendar |
| 2.19 | Encourage schools, businesses and community groups to 'befriend'; sections of local active travel routes |

Theme – Public Transport

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|--|---|---|
| <p>1. Continue to deliver bus stop and shelter improvements across East Dunbartonshire in partnership with SPT.</p> <p>Can include; improved footways, high access kerbs, tactile paving, and solar lighting units where appropriate.</p> | <p>Bus infrastructure enhancements provide valuable assistance to those without access to a car or in northern villages where no train service exists.</p> | <p>Continue to provide essential maintenance and cleaning on bus infrastructure.</p> <p>While essential maintenance and cleaning is carried out as part of an ongoing agency agreement between EDC and SPT – failure to seek improvements to bus stop and shelters would hinder bus patronage growth</p> | <p>2015 A81 & A803/806</p> |
| <p>2. Deployment of Real Time Passenger Information (RTPI) systems across East Dunbartonshire.</p> <p>The new system, subject to agreement, will provide stop prediction times at bus stops on agreed corridors.</p> <p>New system will also provide enhanced reporting data on bus performance.</p> | <p>Deployment of RTPI units would increase attractiveness of bus as a realistic alternative to the private car and would be consistent with the TORs planning objectives. The A81 and A803 Route Corridor Studies appraised QBC packages with clear benefits identified.</p> | <p>Deliver RTPI on the A81 and A803 corridors.</p> <p>While delivery of the system on the two main corridors would certainly offer benefits it would fail to provide uniformity of service across the authority area. Several other key bus routes would not benefit from increased information provision.</p> | <p>2015 A803/806, A81 and 2018 A81</p> |
| <p>3. City Deal Bus Infrastructure Fund.</p> <p>Work with SPT to implement improvements to radial routes where appropriate, through funds that become available via the city deal bus infrastructure fund.</p> | <p>This will continue to improve facilities for bus passengers, and further increase the attractiveness of public transport.</p> | <p>Allocate Council capital funding to improve bus infrastructure.</p> <p>This would be challenging in light of competing demands on Council resources which have evolved to reflect that SPT have an annual capital programme which has historically been the main source of bus infrastructure improvements.</p> | <p>N/A</p> |
| <p>4. Support greater synchronisation of bus and rail timetables at rail stations.</p> <p>Identify potential locations where synchronisation of timetables is feasible e.g. northbound at Lenzie Station.</p> | <p>Ensures seamless transfer between modes at rail stations. Improves the passenger experience and is likely to induce modal shift.</p> <p>Improved integration between modes will improve connectivity of the transport network.</p> | <p>No reasonable alternative</p> <p>It is considered that there is no reasonable alternative to this option as timetabling of rail and bus services are the responsibility of private commercial operators, however, the Council can lend its support and highlight benefits.</p> | <p>N/A</p> |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|---|---|---|
| <p>5. Edinburgh Glasgow Improvement Programme (EGIP)</p> <p>Continue to support development of the EGIP programme and highlight benefits to East Dunbartonshire residents.</p> | <p>The EGIP programme aims to generate multiple benefits for rail passengers across Central Scotland, including residents and visitors of East Dunbartonshire.</p> <p>Once the project is complete, the main benefits for East Dunbartonshire are journey time savings and the re-development of Queen Street Station which is the gateway to East Dunbartonshire for many services from Glasgow.</p> | <p>No reasonable alternative</p> <p>EGIP is a national strategic project</p> | <p>Included in Do Minimum package of 2015 A803/806 study</p> |

Theme - Roads

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|---|---|---|
| <p>6. 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 pay-as-you-drive vehicles. These vehicles can be accessed at any time and are available from dedicated spaces near to residential areas and places of work.</p> | <p>This can provide an alternative to private car ownership.</p> <p>Car clubs can provide a number of benefits.</p> <ul style="list-style-type: none"> - Convenient access to a car without the burden of car ownership. - Car club fleet are generally newer, less polluting and safer than privately owned vehicles. - Car club membership tends to change how people travel, with members more likely to walk, cycle and use public transport than the average car user in Scotland. - Where the only reasonable access to services or employment is by car, car club can increase inclusion and reduce transport poverty. | <p>Increase Council pool car provision</p> <p>The Council has already invested in a pool car fleet to replace the 'grey fleet'. However, increasing this provision would offer no benefits to public as they would only be available to Council staff due to insurance restrictions.</p> <p>Increase bus service provision in the evenings.</p> <p>While this would be beneficial to infrequent evening travellers, it would not provide as big a benefit as a car club could for flexibility. There are also issues with operators not wanting to take these types of services on due to potential patronage levels.</p> | <p>Included in Part I Appraisal of 2015 A803/806 Study</p> |
| <p>7. Review of procedures and conditions of taxi firm licensing in East Dunbartonshire.</p> <p>There is currently no incentive for taxi operators to invest in cleaner engines with reduced emissions, consequently many vehicles are below optimum standards. Many taxis in East Dunbartonshire are operating with older engines below the Euro 6 standard with poor performance and corresponding high levels of emissions.</p> | <p>The Council recognises and values the service that taxis provide to residents of East Dunbartonshire and will aim to develop improvements to the licensing process in partnership with the taxi industry to improve conditions for customers, operators and the communities they serve.</p> | <p>Do minimum.</p> <p>Failure to extend or improve the licensing procedure would represent a missed opportunity to reduce emissions from taxi operators.</p> | <p>N/A</p> |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|--|--|----------------------|
| <p>8. Vehicle idling enforcement.</p> <p>The Council's Environmental Health Officers will continue to carry out regular engine idling patrols and enforcement, and where appropriate, issue financial penalties for non-compliance.</p> <p>Continue to work with Police Scotland, raise awareness and erect appropriate signage.</p> | <p>Provides a deterrent against idling for buses, taxis, and delivery vehicles.</p> <p>Discouraging and in some cases penalising vehicle idling can ensure emissions are reduced, creating a more pleasant environment with improved air quality.</p> | <p>No reasonable alternative.</p> <p>This option is already in place. Monitoring to continue.</p> | N/A |
| <p>9. Vehicle emissions testing.</p> <p>Continue to carry out vehicle emissions testing through partnership working with Police Scotland, North Lanarkshire Council, and South Lanarkshire Council.</p> | <p>Fixed penalty notices are served on vehicles failing the appropriate emissions standards. This raises awareness of the impact vehicle emissions have on air quality.</p> | <p>Reduce the effort of emissions testing.</p> <p>Fails to proactively carry out intermittent testing and raise awareness of negative impacts on air quality.</p> | N/A |
| <p>10. Fleet replacement programme.</p> <p>Continue to operate a 3-5 year vehicle lease replacement programme with minimum Euro 6 engine standards.</p> <p>Increase availability of electric fleet vehicles Increase electric vehicle charging points for fleet vehicles.</p> | <p>Ensures council fleet are using high quality, efficient and low emitting vehicles.</p> <p>Improves transport options and offers zero emission vehicles for short journeys. Will reduce aggregate Council vehicle emissions.</p> <p>Increases convenience of using electric vehicles.</p> | <p>Replace Council fleet when vehicles fail standard tests.</p> <p>This approach is not acceptable or cost effective.</p> <p>Older and inefficient vehicles use more fuel and have higher average maintenance costs.</p> | N/A |
| <p>11. Fuel efficient driver training.</p> <p>Explore the option of providing subsidised fuel good driver training sessions for all appropriate Council employees.</p> <p>FuelGood driver training is delivered by the Energy Savings Trust and costs for employers are subsidised by Transport Scotland.</p> | <p>Ensures Council drivers are aware of potential cost savings and the environmental benefit of efficient driving of council vehicles. Benefits include:</p> <ul style="list-style-type: none"> - Typical annual savings of £200-250 for a car driver (more for a van). - Reduced likelihood of accidents. - Reduced wear and tear on tyres, brakes and clutches. - Reduced emissions. | <p>Continue only with current testing procedures.</p> <p>Relies on the driver testing process to ensure drivers are fit to drive Council vehicles. While the testing system is sound, its purpose is to ensure safety, not to educate drivers on fuel efficient driving techniques. Failing to deliver training to drivers is a missed opportunity which would mean many easily achieved benefits will be missed.</p> | N/A |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|--|----------------------|
| <p>12. Introduce ECO Stars Fleet recognition Scheme⁷ for council fleet (large vehicles), commercial HGVs, buses, coaches, vans and taxis operating in East Dunbartonshire.</p> <p>The Council fleet embracing the scheme will show the Council leading by example in utilising vehicles with optimum engine standards.</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>Historically, ECO Stars has been successful in other authorities across the UK and funding for membership of the scheme is currently secured by the Scottish Government.</p> | <p>Do minimum – continue to carry out the current committed transport schemes and projects but not focus on commercial firms emissions.</p> <p>Failure to address emissions from commercial vehicles would represent a missed opportunity - especially as Scottish Government funding is available for scheme membership.</p> | N/A |
| 13. Promote EDC Liftshare scheme | Car sharing helps to reduce congestion, parking pressures, vehicle emissions, travel costs, and engine wear and tear. | <p>Do minimum</p> <p>Failing to optimise the Liftshare scheme would represent a missed opportunity in cutting vehicle emissions.</p> | N/A |
| <p>14. Ongoing road maintenance, including:</p> <ul style="list-style-type: none"> - Winter service provision - Auditing and maintenance of the road network (carriageways and footways) - Roads Asset Management Programme RAMP | As the road managing authority for non-trunk roads, the Council is responsible for providing services relating to winter to ensure road safety and annual auditing of the road network. From the auditing programme, a scoring system rates roads according to potential safety risks and a programme of annual maintenance is developed, prioritising the greatest safety risks. | <p>No reasonable alternative</p> <p>This is a statutory requirement.</p> | N/A |
| 15. Respond to road defect reports in a timeous manner | The Council has a responsibility to investigate reports of road defects where there is a potential safety concern. All customer complaints of road defects will be investigated and where necessary a relevant survey commissioned. | <p>Investigate a proportion of reports based on assessment of seriousness of defect.</p> <p>This is not an acceptable approach as perceived seriousness of defect could be inaccurate or perception of risk inconsistent.</p> | N/A |
| <p>16. Carry out a 'Pothole Blitz' programme</p> <p>On an ad hoc basis, to fill in potholes and ensure good quality road surfaces and improve safety.</p> | This will ensure that all reported potholes are addressed in a systematic approach through a dedicated programme. The concentrated nature of operation will ensure economies of scale are enjoyed. | <p>Carry out pothole repairs when the roads maintenance programme allows.</p> <p>This method is less cost effective and there can be a danger that teams will respond to minor problems and miss more severe and dangerous issues.</p> | N/A |

⁷<http://www.ecostars-uk.com/>The scheme received a Highly Commended Award in the Sustainability category at the CIHT Awards 2016.

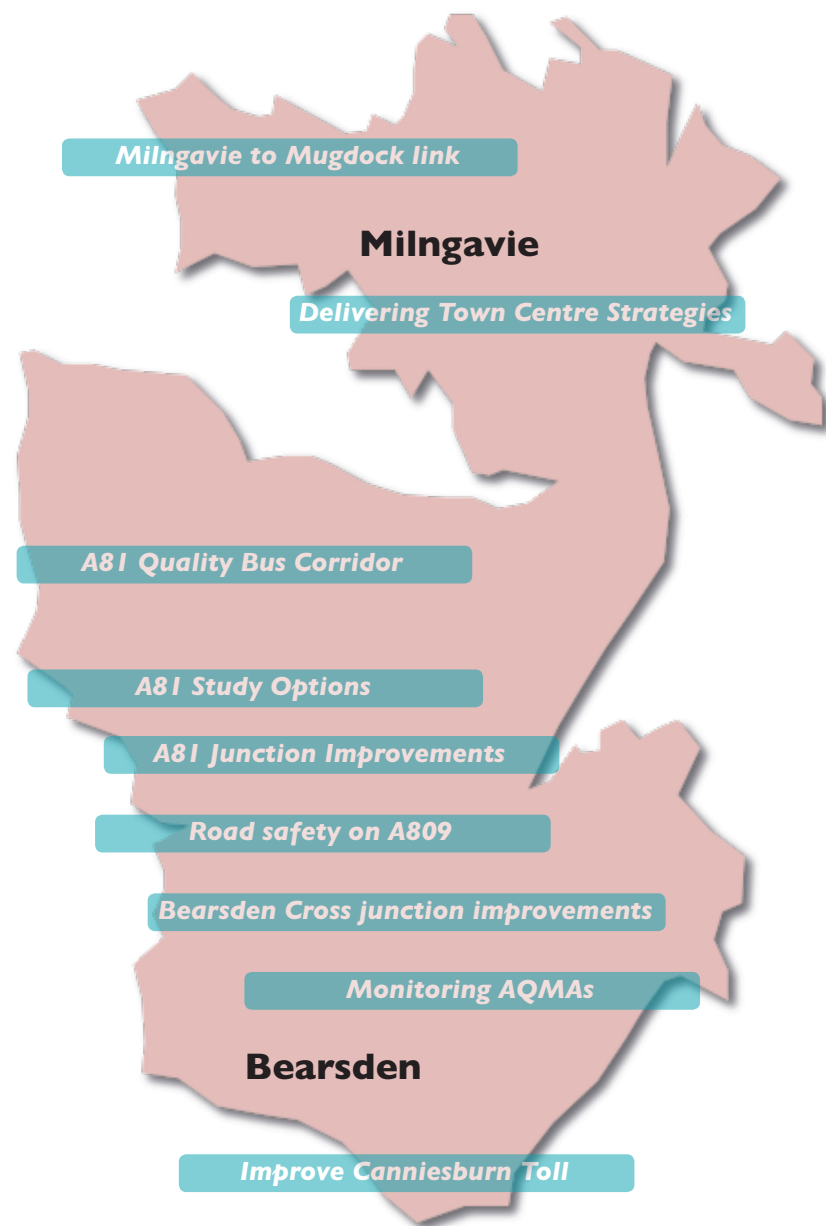
| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|---|---|-----------------------------|
| 17. Provision of low-level cycle signals at traffic signals and at carriageway crossings where appropriate | <p>This provides signals closer to cyclists' eye levels and separate signal phases for cyclists at junctions. Improves facilities at carriageway crossings for pedestrians and cyclists.</p> <p>Offers a low cost method of giving cyclists more visibility and presence at crossings.</p> <p>Encourages more people to cycle, increasing levels of active travel.</p> | <p>Implement toucan crossings at all signalised junctions or crossings where width allows.</p> <p>Not all locations have sufficient width to allow for a toucan crossing. Upgrading all pelican and puffin crossings would be excessively costly and would not necessarily offer good value for money compared to other schemes. It may be more cost effective, and generate greater benefit to cyclists for less cost, to add low-level cycle signals to existing crossing facilities (making the most of existing infrastructure).</p> | N/A |
| 18. Provision of Advanced Stop Lines (ASLs), with lead-in cycle lanes at signal controlled junctions where appropriate. | <p>ASLs provide benefits for cyclists such as: giving them a visible and practical advantage at signalised junctions; allowing cyclists to bypass queuing traffic; and making it easier for right-turning cyclists to position themselves safely.</p> | <p>Do minimum.</p> <p>This would fail to provide infrastructure for cyclists at signalised junctions, thus increasing safety risks and reducing visibility/priority.</p> | N/A |
| 19. Continue to support trunk road improvements outwith the EDC area and highlight benefits to East Dunbartonshire residents. | <p>Trunk road and motorway improvements will generate multiple benefits for East Dunbartonshire residents and stimulate economic growth in central Scotland. While increasing road capacity is unlikely to stimulate modal shift, it will have journey time savings and increase the competitiveness of the region more widely, with knock-on benefits for local economies.</p> | <p>No reasonable alternative.</p> <p>This option refers to support of options outwith the jurisdiction of East Dunbartonshire Council.</p> | N/A |
| <p>20. Promote road safety through schools.</p> <p>Encouraging young people to become Junior Road Safety Officers (JRSOs).</p> | <p>Educates young people on good practice when walking or cycling and encourages safe behaviour.</p> | <p>Provide signage near schools warning drivers of children crossing.</p> <p>While this may help the situation in the short term, studies have shown that new signage has a novelty effect and then driving behaviours revert back to normal. Promoting road safety through schools and encouraging JRSOs can inspire the children and parents to learn and be responsible in terms of road safety for the longer term.</p> | N/A |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|--|---------------------------------|
| 21. Establish a pool bike scheme for EDC employees. | A pool bike scheme can operate in a similar manner to the pool car scheme currently in operation. For travelling between offices, to site visits, to meetings, etc, the bikes can provide a more sustainable mode of travel for shorter distances. Shorter journeys can typically produce a higher proportion of emissions so shifting to cycling for some of these journeys can help reduce emissions produced by council workers in their day to day work. | No reasonable alternative. The Council has already received funding from Cycling Scotland for the purchase of a fleet of pool bikes. | N/A |
| 22. Electronic information signs to warn drivers of delays, accidents or closures Eleven units are rotated around the authority area as required. | Improves communications with drivers and allows drivers to make informed alternative travel plans based on live, real-time information. | No reasonable alternative Current arrangement found to be effective. | 2015 A81 |
| 23. Continue to roll out Urban Traffic Control (UTC) systems, such as SCOOT, to improve traffic management. SCOOT has already been delivered in some areas and the Council will continue to identify appropriate locations for extension. | UTC improves traffic flow at key junctions to optimise flow, reduce congestion, improve journey times and improve air quality. UTC can be used to give buses priority, through BIAS (Bus Information and Signalling System) at signalised junctions, which can have a positive impact on journey times and the attractiveness of bus as a travel mode. | Implement MOVA systems at individual junctions across the authority area. While MOVA systems are more appropriate for certain junctions, widespread use of MOVA systems does not respond to wider traffic patterns and reduces opportunity to improve traffic flows at pressure points. | 2015 A81 and A803/806, 2018 A81 |
| 24. Road options to enforce/reduce speeds and enhance appeal of sustainable travel. Including: - Carriageway marking/localised narrowing. - Place-making initiatives to improve town centre environments (suggestions include 20mph zones and public realm improvements). There has been a pilot 20mph scheme in Kirkintilloch town centre as part of the Town Centre Masterplan. Monitoring of the pilot's success will determine future use of this scheme across the authority area. | Reducing speeds may deter drivers from making unnecessary journeys by car. Marking and narrowing is likely to have significant safety benefits by reducing speeds and clarifying boundaries. Place-making initiatives are likely to increase attractiveness of town centres and footways to increase attractiveness of making short journeys by foot or bicycle. 20mph zones where appropriate are Scottish Government policy and Good Practice Guidance has been published ⁸ . | Introduce 20mph zones along the majority of A81 and A803 corridors. While the Council is supportive of 20mph zones in residential areas, town centres and in the vicinity of schools, it is considered that enforcing a 20mph limit along the full length of the A81 and A803 would be counter-productive and may increase traffic congestion at pinch points, and increase journey times. | 2015 A81 |

⁸<https://www.transport.gov.scot/media/38640/20-mph-good-practice-guide-update-version-2-28-june-2016.pdf>

Theme – Parking

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study | | | | | | | | |
|--|--|---|----------------------|-------------|----|-------------|----|----------------|----|---|-----|
| <p>25. Assess and improve the current availability of electric vehicle charging infrastructure within East Dunbartonshire.</p> <p>Investigate any improvements that can be made within the area to ensure suitable infrastructure is in place.</p> | <p>The number of electric vehicles is expected to increase in the coming decades.</p> <p>Assessing the current infrastructure and investigating ways to improve it can help build a platform for future growth expected in this market and ensure an adequate number of EV charging points are available to local residents.</p> | <p>Maintain the current electric vehicle charging infrastructure.</p> <p>While maintaining the current infrastructure allows for it to be kept in good working order and keeping up with the latest technology, it fails to take into account predicted future rises in electric vehicle ownership. This could mean in future that the infrastructure in public spaces is unable to cope with the rise in demand for electric vehicle charging, especially for those who cannot access charging points within their own homes (an example would be flats or tenement buildings).</p> | N/A | | | | | | | | |
| <p>26. Monitor and review the parking charges brought in at seven car parks within ED town centres.</p> <p>Parking charges were brought in for selected car parks in Bearsden, Kirkintilloch and Milngavie in July 2016. The charging scheme was amended in June 2018, where changes to charging times and prices were made.</p> <p>There is an ongoing review every six months to check turnover, abuse and EV chargers.</p> | <p>Charges are as follows Monday to Saturday, 9am to 5.30pm:</p> <table><tr><td>0-2 hours -</td><td>£1</td></tr><tr><td>2-3 hours -</td><td>£2</td></tr><tr><td>3-4 hours -</td><td>£3</td></tr><tr><td>Over 4 hours -</td><td>£5</td></tr></table> <p>There are no charges in the evenings or on Sundays.</p> <p>Charges have been introduced to help support town centre businesses by encouraging turnover and freeing up spaces for customers. The charges also help pay for Decriminalised Parking Enforcement locally.</p> | 0-2 hours - | £1 | 2-3 hours - | £2 | 3-4 hours - | £3 | Over 4 hours - | £5 | <p>Maintain free parking across the authority area.</p> <p>This approach is likely to result in some car parks being used as free park-and-ride facilities and car parks being full with no space for shoppers who would use car parks for a short period. This is likely to have a negative effect on local businesses.</p> | N/A |
| 0-2 hours - | £1 | | | | | | | | | | |
| 2-3 hours - | £2 | | | | | | | | | | |
| 3-4 hours - | £3 | | | | | | | | | | |
| Over 4 hours - | £5 | | | | | | | | | | |



Bearsden and Milngavie Transport Options

Transport Options Report 2018



Theme – Active Travel

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|--|----------------------|
| 27. Improved walking access to Mugdock Country Park. Investigate the feasibility of creating a new walkable access link from Milngavie to Mugdock Country Park, situated to the north of the town. | This can create another active travel route to one of East Dunbartonshire's most desirable green spaces, Mugdock Country Park. With Milngavie already the gateway to the West Highland Way, a further active travel link to Mugdock could promote walking in the town and East Dunbartonshire as a whole. | Maintain current walking infrastructure in Milngavie. While maintenance of current infrastructure provides improvements to the walking environment of the area, it fails to build on Milngavie's links to a key area of green space. | N/A |

| ATS Action Point | Description of Action |
|------------------|---|
| I.1 | Enhancement of path and cycle network – Bearsden |
| I.2 | Enhancement of path and cycle network - Milngavie |
| I.5 | East – West connectivity improvements – Allander Walkway to Cadder Bridge |
| I.11 | Milngavie and Kirkintilloch – Active Travel Towns |
| I.12 | A807 Torrance to Milngavie/Bearsden |

Theme – Public Transport

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|--|--|------------------------|
| <p>28. A81 Quality Bus Corridor.</p> <p>Measures could include:</p> <ul style="list-style-type: none"> - Provision of real-time passenger information at bus stops along A81 - Improvements to bus stops and shelters - Bus priority/congestion bypasses at key points on the network - Bus detection included within SCOOT. | <p>QBC measures are likely to increase the attractiveness of bus travel as a mode which is a realistic alternative to the car, with multiple benefits for the A81 corridor, including reduced congestion and improved air quality.</p> <p>While there is limited space to allow for dedicated bus lanes on the East Dunbartonshire section of the A81, QBC measures have potential to improve reliability of bus journey times.</p> <p>Over 90% of residents in Milngavie and Bearsden are within 10 minutes walking distance of a bus stop. This provides an opportunity to reverse the trend of high levels of car travel in Bearsden and Milngavie, with added health benefits.</p> | <p>Bus park and ride on a site alongside the A81</p> <p>Journey times are not comparable to rail and potential that bus journeys into Glasgow would not be attractive enough to justify investment in park and ride.</p> <p>May not be commercially feasible. Council can only lobby SPT for subsidised services.</p> <p>SPT can only subsidise services that do NOT compete with existing commercial services.</p> | <p>2015 A81</p> |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|--|---------------------------------|
| <p>29. Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor</p> <p>These parking options include increasing the provision of parking spaces at rail stations via decking and at off-site locations.</p> <p>The 2015 and 2018 A81 route corridor studies included a number of options for increasing parking at rail stations including:</p> <ul style="list-style-type: none"> - Decking at Milngavie - Decking at Westerton - Decking at Bearsden - Provision of additional parking for Hillfoot Station at south Kilmardinny. | <p>Increasing parking spaces at rail stations on this corridor could increase the attractiveness of rail as a mode of travel and generate a modal shift to a more sustainable mode of travel for longer journeys.</p> <p>Investigating the design and implementation requirements of the various options will allow detailed options to be considered and assessed in terms of their deliverability. In particular, consideration needs to be given to planning issues surrounding parking options that have been included in route corridor studies. For example, the 2018 A81 study concluded that providing 106 extra spaces at Milngavie via decking was the preferred option. However, this study did not take into account the impact the structure would have on the visual amenity of the area, especially on the station building which is a B-listed building.</p> <p>As well as the planning issues described above, the congestion issues which additional parking spaces could cause in the immediate local vicinity of the locations will also need to be taken into consideration. This is particularly important in Bearsden where an Air Quality Management Area has been declared.</p> | <p>Extension of the Bears Way segregated cycleway (Phases 2 and 3)</p> <p>In 2015, EDC in partnership with Sustrans Scotland and SPT delivered Phase 1 of the Bears Way from Burnbrae roundabout to Hillfoot. The route provides a segregated cycleway along the A81, providing a safe route for all users. While the 2018 A81 study concluded that extending the Bears Way provided a positive Benefit Cost Ratio (1.90 – medium value for money) in September 2016, at a meeting of East Dunbartonshire Council, it was decided not to progress with any of the options for Phase 2 of the Bears Way and, as such, the extension has been included in this options report as an alternative option.</p> | <p>2015 and 2018 A81</p> |

Options not taken forward as Preferred or Alternative

Bearsden and Milngavie Loop Bus

This option consists of a dedicated shuttle loop bus providing access from residential areas to rail stations on the A81 corridor. The benefits of this option would be the delivery of an integrated public transport service that could allow people to travel by bus to rail stations from areas outwith a reasonable walking distance. It could be beneficial for mobility impaired users and attract people to use an alternative mode of travel rather than parking at the stations or driving directly to Glasgow. However, there are issues surrounding the delivery of this option, including financial and legislative issues. East Dunbartonshire Council commissioned independent consultants WSP to investigate the feasibility of a dedicated loop bus. The feasibility study determined that the option generated a result described as poor/low value for money. Given the result of the feasibility study and the legislative delivery issues, the option of a loop bus has not been included in this options report as preferred or alternative.

Proposed Allander Rail Station

The proposal to deliver a new rail station located behind the current Allander Leisure Centre has been a long-term aspiration for East Dunbartonshire Council. The proposal has been included in a number of route corridor studies produced for the A81 Milngavie-Bearsden-Glasgow corridor. Following the inclusion of the rail station as an option in a 2015 route corridor study, East Dunbartonshire Council wrote to Transport Scotland and the Transport Minister seeking support in principle for the delivery of this project. The responses that were received outlined further work the Council would require to undertake in order to receive this support moving forward. This further work included the requirement to carry out Cost Benefit Analysis on the option. This essentially delivers a Benefit Cost Ratio (BCR) which compares the total sum of the cost of implementation and delivery of the rail station against the total sum of the expected benefits of the scheme. This work was completed in March 2018 by independent consultants, WSP. The option of a single platform railway station and a 150-space park-and-ride facility with cycle parking produced a BCR of 0.76, which according to guidance produced by the Department for Transport indicates a “poor value for money” scheme⁹. The option of doubling the railway line between Hillfoot and Milngavie with the construction of a double platform station at Allander and a 150-space park-and-ride facility with cycle parking produced a BCR of 0.44, which again indicates a “poor value for money” scheme.

The framework for rail delivery is changing for the next rail control period (Control Period 6 – 2019-2024) and the requirements for achieving Government support, funding or approval are now much tighter. This is due to fact that rail now needs to compete more directly with other public services for funding, including other transport priorities, health and education. The pipeline process as set out in Transport Scotland’s Rail Enhancement and Capital Investment Strategy includes several Transport Scotland Investment Decision Making (IDM) points. The IDM points will determine if the proposal advances through the pipeline, based on the contents of a business case. The first IDM point follows the completion of a STAG study and the submission of a Strategic Business Case, which must include details of the proposed project’s BCR. As a BCR below 1 indicates that the costs of a scheme outweigh the potential benefits of implementing the scheme, and both Allander scenarios generate such results, it is clear that at this time the Scottish Government would not support a project with this level of BCR. Therefore, the proposal to deliver a rail station at Allander is not included in the TOR as a preferred or alternative option.

However, the proposal for a rail station at Allander remains a long-term aspiration for East Dunbartonshire Council. It is recommended that the existing safeguarding of the potential rail station location is retained within the emerging Local Development Plan 2.

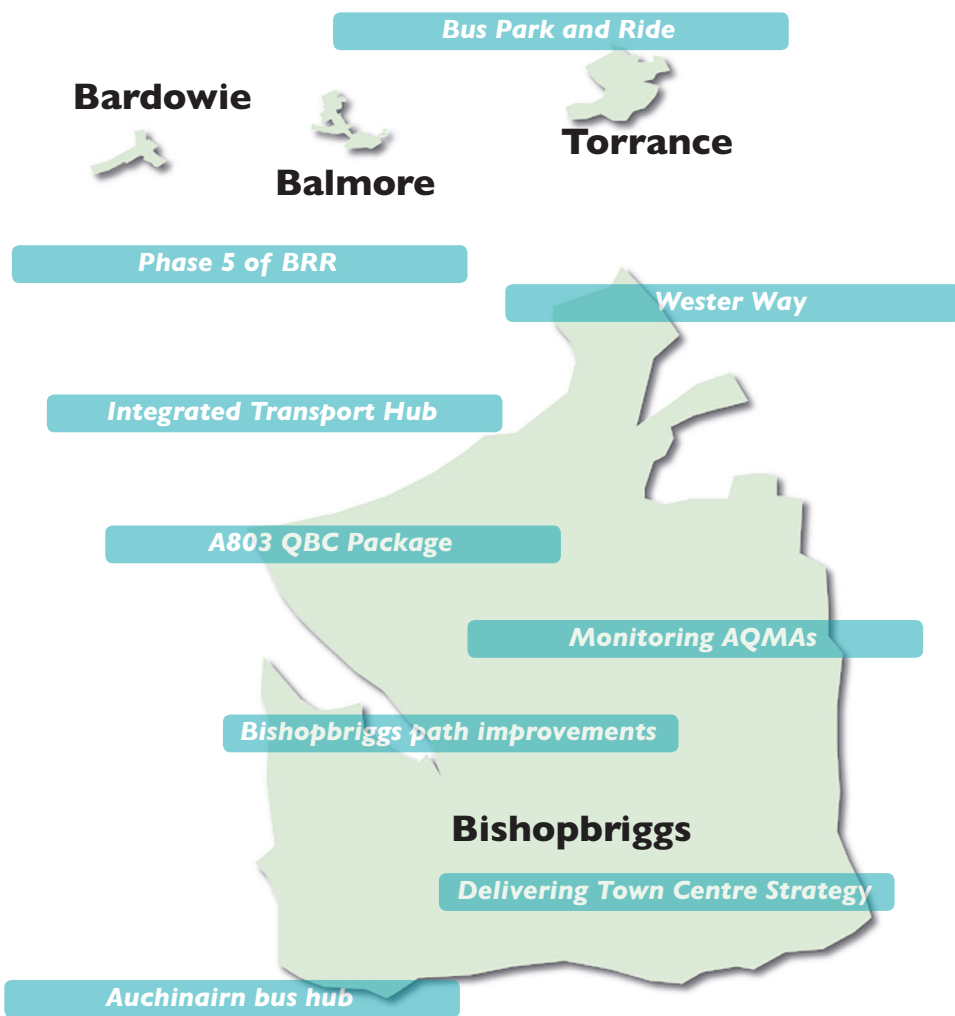
⁹The benefit-cost ratio of a scheme using monetised impacts in line with WebTAG guidance. The following categories are: BCR < 1 = poor value for money; BCR 1 – 1.5 = low value for money; BCR 1.5 – 2.0 = medium value for money; BCR 2.0 – 4.0 = high value for money; and BCR > 4.0 = very high value for money.

Theme – Roads

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|---|--|----------------------|
| 30. Junction improvements A81. Options include a gyratory at the A81/Roman Road/Roman Drive junction and ASDA Bearsden/West Chapelton Avenue junction remodelling. Reallocation of road space to increase capacity. | The gyratory would remove right-hand turns from Bocclair Road to Milngavie Road and reduce traffic queuing, improve flow and improve air quality due to reduced idling at the Bocclair Junction. Traffic modelling exercise underway to ascertain if this is beneficial. | No reasonable alternative. | 2015 A81 |
| 31. Bearsden cross junction improvements. Upgrade the traffic light system to manage the traffic flows at this junction. | Bearsden Cross is a particularly busy junction in the heart of Bearsden. This causes air quality issues with queuing traffic emitting large amounts of pollutants, including NO2 and fine particulate matter. Increasing the efficiency of the traffic light system can help reduce the size of the queues and improve the flow of traffic through the junction. | No reasonable alternative. Congestion at Bearsden Cross is an identified problem and improving the efficiency of the light phases will help towards reducing congestion. | N/A |
| 32. Canniesburn Toll. Adaptive signal control and footway/pedestrian improvements. Examine options for improving function of roundabout and overall environment for all modes. | Canniesburn Toll is currently operating at capacity at peak times. Congestion is apparent at both peaks, causing air quality issues, delay and negative impacts on bus journey times. Pedestrian environment is poor and acts as a barrier to walking and cycling in the area. Adaptive signal control with enhanced pedestrian and cycling movements, and potential reallocation would improve access and parking for businesses | No reasonable alternative. This is financially not feasible when compared to the benefits offered by signalisation. | N/A |
| 33. Continue to monitor air quality in Bearsden town centre in line with obligations for an Air Quality Management Area (AQMA). | This will ensure East Dunbartonshire Council is meeting the statutory requirements as part of an AQMA. | No reasonable alternative This is a statutory requirement. | N/A |
| 34. Continue to deliver road safety measures in relation to the A809. Implement high friction surfaces at appropriate locations, renewed road lining, signage and LED studs. | Improve road safety in identified accident hotspots. | There is no reasonable alternative Following casualties, the Council as the roads authority has a statutory duty to implement improvements and demonstrate progress. | N/A |

Theme – Town Improvements

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|--|----------------------|
| 35. Deliver the actions in the emerging Bearsden, and Milngavie Town Centre Strategies. | <p>Several actions in the town centre strategies pertain to accessibility and the urban environment. Transport plays a role in these issues and improvements are sought for congestion, air quality and connectivity with public transport and active travel.</p> <p>The aim of these strategies is to deliver multiple benefits for residents, businesses and visitors.</p> | <p>No reasonable alternative.</p> <p>These strategies have been produced by the Council and are committed to in the Local Development Plan.</p> | N/A |



Bishopbriggs, Torrance, Balmore and Bardowie Transport Options



Theme – Active Travel

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|--|---|----------------------|
| 36. Bishopbriggs path improvements Investigate the feasibility of improving the path network in Bishopbriggs by creating new connections to existing paths and green spaces, and creating a connection to Wester Way. | This will make it easier to travel through Bishopbriggs by means of active travel and provide a traffic-free route from Westerhill Business Park into the town centre. | Maintain current core path network. While maintenance of the current core path network ensures they are kept at a consistent standard, it fails to build on their connections to the wider active travel links throughout Bishopbriggs. | N/A |
| 37. Promote Wester Way through active travel events, signage and social media. Wester Way is a dedicated walking and cycling route on the old Westerhill Road. | Wester Way provides an attractive alternative to the private vehicle and is a high quality traffic-free route with excellent links to Westerhill Business Park. Promotion of Wester Way can encourage use of this new piece of active travel infrastructure. Active travel events provide a fantastic family-orientated incentive to experience Wester Way and encourage continued use. Publicity of the route and active travel events through local newspapers and social media can highlight to a larger audience what Wester Way offers to potential users. Excellent associated signage can encourage use of the route to local residents and visitors. | Promote Wester Way through installing appropriate signage. Installing signage to direct users to Wester Way will provide a number of benefits, however, it does not provide the same level of publicity as active travel events and social media publicity. It will be important to encourage as many people as possible to use Wester Way to encourage wider active travel behaviour change in Bishopbriggs and East Dunbartonshire as a whole. | N/A |

| ATS Action Point | Description of Action |
|------------------|---|
| I.5 | East – West connectivity improvements – Allander Walkway to Cadder Bridge |
| I.6 | A803 Improvements |
| I.7 | Bishopbriggs Relief Road (BRR)/Westerhill Road – Active Travel Corridor |
| I.8 | Torrance to Birdston via the River Kelvin railway path |
| I.10 | Kirkintilloch/Lenzie to Bishopbriggs route |
| I.12 | A807 Torrance to Milngavie/Bearsden |

Theme – Public Transport

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|---|----------------------|
| 38. Bus Park and Ride adjacent to BRR. Investigate feasibility of bus based park and ride. Engagement with operators to assess commercial viability | <p>Ratio of benefits to costs higher than rail equivalent due to capital cost differentials. Positive impacts on TPOs and STAG criteria generally. Likely to generate modal shift and positive impacts on journey times. Could 'lock in' benefits of BRR post-delivery of phase 4 and would increase desirability of delivery of phase 5. This option could improve sustainable access to the adjacent Westerhill Business Park.</p> <p>Issues and constraints:</p> <p>Some negative impacts associated with land take and increased local traffic to access facility. Concerns raised about commercial viability and interest from operators. It can take time to build patronage sufficient to self-sustain facility.</p> <p>Site – planning consent would be required.</p> | <p>Bus Park and Ride in the vicinity of the B757/KLR</p> <p>While this alternative option is not situated in Bishopbriggs, Torrance, Balmore and Bardowie, it is a reasonable alternative to the bus park and ride adjacent to BRR as both provide an option to have a bus park and ride on the A803/806 corridor.</p> <p>The issues and constraints listed for the BRR park and ride option also apply to this option. However, the P+R in the vicinity of the KLR did not perform as well in Cost Benefit Analysis as the BRR option and is therefore listed as alternative. North Lanarkshire also has a proposal for a park and ride at Hornhill which would limit the ability of a park and ride adjacent to the KLR to be a suitable P+R location.</p> | 2015 A803/806 |
| 39. A803 Quality Bus Corridor (QBC) Package Measures could include: <ul style="list-style-type: none"> - Provision of Real Time Passenger Information at bus stops along A803 - Improvements to bus stops and shelters - Bus priority/congestion bypasses at key points on the network - Bus detection included. | <p>QBC measures are likely to increase the attractiveness of bus as a mode which is a realistic alternative to the car and have multiple benefits for the A803 corridor, including reduced congestion and improved air quality.</p> | <p>Continue to develop bus infrastructure through reliance on annual SPT capital programme for stop and shelter improvements.</p> <p>Measures in a QBC arrangement are also likely to improve journey times as well as the passenger experience (which would be the sole product of this approach) and is likely to have the greatest impact on modal shift.</p> | 2015 A803/806 |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|---|----------------------|
| 40. Bishopbriggs – integrated transport hub and associated public realm works in Bishopbriggs town centre. Potential locations for the hub are currently under review. | <p>The hub would be an interchange area with provisions made for making it easier to move between modes of sustainable transport, specifically walking, cycling and public transport. These provisions can include Real Time Passenger Information units to increase the attractiveness of bus as a mode of travel, improved access for pedestrians and cyclists to the hub area and adequate cycle parking.</p> <p>The hub will encourage sustainable, multi modal journeys.</p> <p>The development of a hub could reduce car journeys through Bishopbriggs town centre with air quality benefits. Audits previously identified a non-pedestrian friendly environment with air and noise pollution with little priority for pedestrians.</p> | Segregated cycleway on A803 Constraints on carriageway north of town centre mean this may not be feasible and is not compatible with A803 Quality Bus Corridor. | LTS 2013-2017 |
| 41. Auchinairn bus hub Upgrade the existing bus stops along Auchinairn Road, through upgrades and implementation of Real Time Passenger Information. Create a bus hub in Auchinairn to include cycle stands. | Auchinairn Road provides one of the main bus routes for East Dunbartonshire, with frequent services running throughout the day. Improving the bus experience through greater infrastructure and information can help attract new users onto more sustainable means of travel. Making it easier to switch from active modes on to the buses can help improve the attractiveness of the bus as a means of transport in this area. | Implement RTPI in Bishopbriggs and Lenzie alone. While greater real time information in our town centres will have multiple benefits – to only have these units in the town centres reduces the benefits for the wider population of East Dunbartonshire. | N/A |

Option not taken forward as Preferred or Alternative

Proposed Westerhill Rail Station

The proposal to investigate the feasibility of a rail station at Westerhill was included in East Dunbartonshire Council's Local Plan 2. This feasibility work was completed in 2015 as part of a route corridor study completed by independent consultants, AECOM. The Council wrote to the Scottish Government in June 2018 seeking an update on their position on a proposed station at Westerhill. In the response received, EDC was advised that the proposal for a new rail station at Westerhill did not feature in the Scottish Government's future investment priorities.

Taking cognisance of this, the proposal to deliver a rail station at Westerhill has not been included in this options report as preferred or alternative.

However, the proposal for a rail station at Westerhill remains a long term aspiration for East Dunbartonshire Council. The Council is currently investigating the economic, environmental and social benefits of the redevelopment and expansion of the Westerhill business area, adjacent to the proposed site of the Westerhill station. The provision of a passenger station adjacent to the business area could enable more environmentally sustainable access to the development area and provide social and economic benefits by improving access to employment. The station would also be co-located with the proposed Westerhill park and ride, encouraging modal shift to public transport with benefits in terms of reduced congestion and improved air quality in Bishopbriggs Town Centre and Glasgow City Centre. Further investigation is required to establish the viability and value for money of the proposal and whether it would be feasible to provide a station situated on loops off of the main line to mitigate time penalties for express services travelling between Edinburgh and Glasgow. It is recommended that the existing safeguarding of the potential rail station location is retained within the emerging Local Development Plan 2.

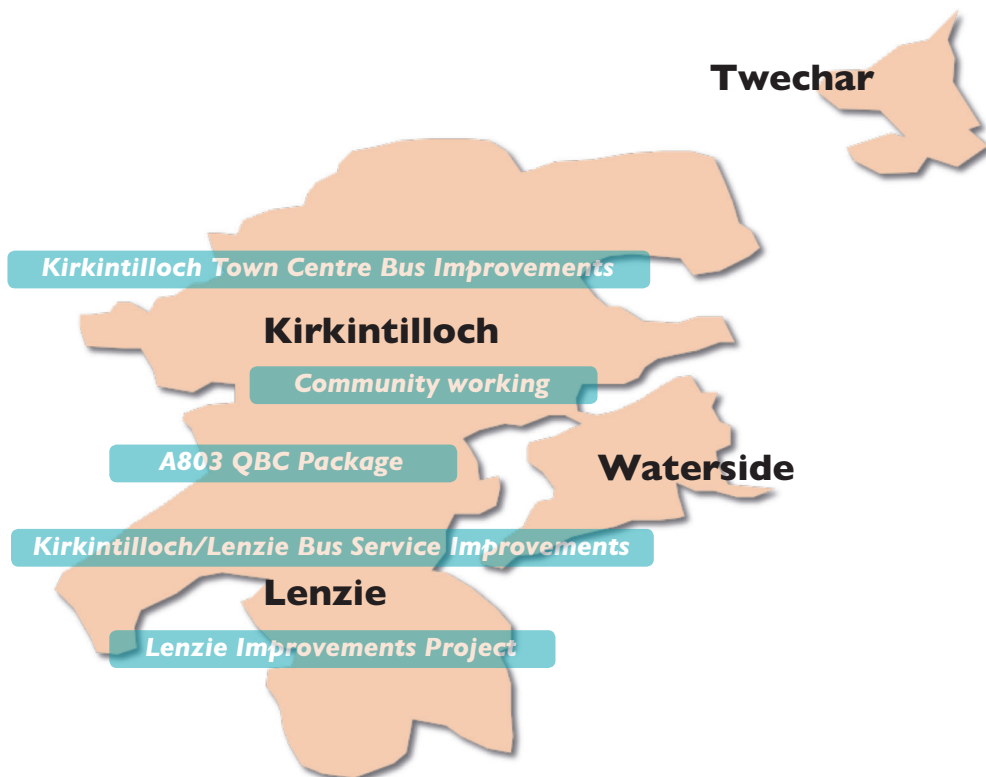


Theme – Roads

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|---|----------------------|
| 42. Support delivery of phase 5 of BRR | Provides a continuous bypass, connecting north Bishopbriggs and Torrance with the M80 to the south with the aim of relieving traffic from Bishopbriggs town centre and the A803. | <p>Leave phase 4 as final phase.</p> <p>Failing to complete Phase 5 of the BRR will hinder access to the BRR for residents of Kirkintilloch, Torrance and other northern villages, increasing the risk of BRR not being extensively used and traffic in Bishopbriggs town centre failing to fall. It will also reduce access to the Strathkelvin Retail Park and potentially hinder future residential and commercial development at Westerhill.</p> <p>Failure to provide phase 5 would represent the BRR link being incomplete and failure to reap the benefits of the full road link.</p> | N/A |
| 43. Continue to monitor air quality in Bishopbriggs Town Centre in line with obligations for an Air Quality Management Area (AQMA) | This will ensure East Dunbartonshire Council is meeting the statutory requirements as part of an AQMA. | <p>No reasonable alternative</p> <p>This is a statutory requirement.</p> | N/A |

Theme – Town Improvements

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|--|----------------------|
| 44. Deliver the actions in the emerging Bishopbriggs town centre strategies | <p>Several actions in the town centre strategies pertain to accessibility and the urban environment. Transport plays a role in these issues and improvements are sought for congestion, air quality and connectivity with public transport and active travel.</p> <p>The aim of these strategies is to deliver multiple benefits for residents, businesses and visitors.</p> | <p>No reasonable alternative.</p> <p>These strategies have been produced by the Council and are committed to in the Local Development Plan.</p> | <p>N/A</p> |



Kirkintilloch, Lenzie, Waterside and Twechar Transport Options

Transport Options Report 2018



Theme – Active Travel

| ATS Action Point | Description of Action |
|------------------|--|
| I.3 | Twechar towpath and Crossing improvements |
| I.8 | Torrance to Birdston via the River Kelvin railway path |
| I.9 | Kirkintilloch Town Centre Masterplan |
| I.10 | Kirkintilloch/Lenzie to Bishopbriggs route |

Theme – Public Transport

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|--|----------------------|
| 45. A803 Quality Bus Corridor (QBC) Package Measures could include: <ul style="list-style-type: none"> - Provision of Real Time Passenger Information at bus stops along A803 - Improvements to bus stops and shelters - Bus priority/congestion bypasses at key points on the network - Bus detection included. | QBC measures are likely to increase the attractiveness of bus as a mode which is a realistic alternative to the car and have multiple benefits for the A803 corridor, including reduced congestion and improved air quality. | Continue to develop bus infrastructure through reliance on annual SPT capital programme for stop and shelter improvements. Measures in a QBC arrangement are also likely to improve journey times as well as the passenger experience (which would be the sole product of this approach) and is likely to have the greatest impact on modal shift. | 2015 A803/806 |
| 46. Kirkintilloch town centre bus improvements – incorporate into the refresh of the Kirkintilloch Town Centre Masterplan | A803 Route Corridor Study appraisal of 'Bus Hub in Kirkintilloch' found option would enhance integration between walking, cycling and bus modes. Supports wider regeneration plans for Kirkintilloch town centre. Improves accessibility for those without car access. | No reasonable alternative The refresh of the Kirkintilloch Town Centre Masterplan is a committed action within the East Dunbartonshire Economic Development Strategy 2016-2019 | 2015 A803/806 |

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|--|----------------------|
| 47. Kirkintilloch/Lenzie bus service improvements Investigate ways of providing a service between Kirkintilloch, Lenzie and Woodilee, including altering existing services in partnership with operators. | Links key locations and would be timetabled to dovetail with rail services at Lenzie Rail Station, thus significantly improving integration and accessibility between bus and rail modes (following on from option 4). Likely to provide greater accessibility for place areas, such as Hillhead. | Do nothing and allow the deregulated bus market to provide services on a commercial basis. Currently the commercial bus market does not provide this service on the grounds of commercial viability. The X86 service passing the KLR was recently withdrawn so it is very unlikely that, if left to the commercial market, a loop bus would be feasible or provided. | 2015 A803/806 |
| 48. Lenzie Improvements Project. Deliver improvements to Lenzie village centre and station area. Improving connections between bus and rail and improving access to the town centre and station for pedestrians and cyclists. | This will encourage sustainable, multi modal journeys from villages to Lenzie for transfer to rail for cross boundary journeys. Lenzie station is owned by Network Rail and the Council has limited influence in implementing changes to the station itself. However, improvements can be made to the car park layout and bus waiting facilities. Improvements to the public realm in the town centre and improved passenger transfer facilities between bus and rail will encourage sustainable journeys to the station and improved integration between modes. | Increase parking at Lenzie rail station – provide a parking deck at the north side of the car park. Route corridor study highlighted several negative impacts and this option scored worst of all options in STAG Part 2 appraisal. Negative impacts on air quality and localised congestion. Deliverability concerns of decking option due to effect on visual amenity in a conservation area. | 2015 A803/806 |

Option not taken forward as Preferred or Alternative

Proposed Woodilee Rail Station

The proposal to investigate the feasibility of a rail station at Woodilee was included in East Dunbartonshire Council's Local Plan 2. This feasibility work was completed in 2015 as part of a route corridor study completed by independent consultants, AECOM. The Council wrote to the Scottish Government in June 2018 seeking an update on their position on a proposed station at Woodilee. In the response received, EDC was advised that the proposal for a new rail station at Woodilee did not feature in the Scottish Government's future investment priorities.

Taking cognisance of this, the proposal to deliver a rail station at Woodilee has not been included in this options report as preferred or alternative.

The route corridor study demonstrated that a rail station at Woodilee would deliver very poor value for money. It was also detailed in the 2015 route corridor study that should the development of a new rail station at Robroyston go ahead, the BCR for a potential

rail station at Woodilee would be lower again. With the Robroyston station now a committed development and with delivery of the project expected to be completed by the end of 2019, this would further lower the ability for a rail station at Woodilee to deliver value for money. In recognition of this, and the physical difficulties of both accommodating a station on the main Edinburgh-Glasgow rail line at this location without negatively affecting the performance of express services and providing parking provision and vehicular access within a residential development with limited available land, it is recommended that the existing safeguarding be removed from the emerging Local Development Plan 2. The existing station at Lenzie is located one mile from the existing safeguarded station site and it is proposed that the preferred option to investigate ways of providing a bus service between Kirkintilloch, Lenzie and Woodilee would provide a more efficient and more easily deliverable alternative to improve public transport provision in Woodilee.

Theme – Town Improvements

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|--|--|----------------------|
| 49. Foster strong partnership working with community groups and an external consultant to improve the layout and associated transport infrastructure at Townhead, Kirkintilloch | This initiative will be facilitated by EDC but will be community led as community groups will work directly with the consultant throughout this process. | No reasonable alternative. This option is being facilitated by the regeneration team within the Council. | N/A |



Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Transport Options

Transport Options Report 2018



Theme – Public Transport

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|--|---|---|----------------------|
| 50. Work with operators and SPT to ensure continuation of X85 service from Campsie Glen to Glasgow. | This is an important service which connects more rural areas of the authority to Kirkintilloch and Glasgow. While the powers for provision of bus services, commercial or subsidised generally lie with operators and SPT, working with operators and SPT can help ensure discussions regarding the continuation of this service include the Council. | No reasonable alternative. As the powers for provision of bus services, commercial or subsidised, generally lie with operators and SPT, the Council is unlikely to be able to provide an alternative service, should this be withdrawn. | N/A |

Theme – Town Improvements

| Preferred Option | Rationale for including this option in the LTS | Alternative Option(s) With rationale for not including this option in the LTS | Route Corridor Study |
|---|---|---|----------------------|
| 51. Deliver the transport related actions in Lennoxton that have been raised through the charrette process and are outlined in the Lennoxton Place Plan. | Improvements can be made in street design and through active travel links to reduce road speed and improve safety and connections throughout Lennoxton. | No reasonable alternative. Work is ongoing to deliver improvements that were raised through the charrette process | N/A |



7. Implementation and Monitoring

7. Implementation and Monitoring

For the purposes of evaluation of this Local Transport Strategy, it is essential that the Strategy sets measurable targets which can be regularly monitored. This section sets out targets that East Dunbartonshire Council aims to meet over the life cycle of the strategy. The targets set are derived from the proposed Transport Planning Objectives to measure the strategy's impact on fulfilling the objectives.

Monitoring progress on the strategy's targets is heavily reliant on data gathering and publication from external sources including the National Census, Scottish Household Survey, Scottish Transport Statistics, Transport and Travel in Scotland and Sustrans Hands Up Scotland Survey.

Monitoring – Transport Targets

| Indicator | Baseline | Target | Source | Link to Transport Planning Objectives |
|---|--|--|--|--|
| Road Traffic | Road Traffic Levels 2016 – 557 million vehicle kilometres on ED roads | Average decrease in traffic levels over strategy life cycle. | Scottish transport Statistics and EDC RTRA Traffic Survey Data | 1 - Modal Shift, 3 - Reducing emissions |
| Rail patronage | 2016/17 Total entries and exits at the 6 rail stations across the authority – Bearsden – 555,590 Bishopbriggs – 581,422 Hillfoot – 317,532 Lenzie – 682,240 Milngavie – 966,286 Westerton - 794094 | Increase number of entries and exits at rail stations across the authority area. | Estimated usage of Stations – Office for Rail and Road | 1 - Modal Shift, 3- Reducing emissions |
| Road Safety Number of reported road accidents | 2016 Accident Levels – 94 accidents in ED. 2012-2016 average - 101 | Decrease the number of accidents in the authority area. | Scottish Transport Statistics | 6 – Increasing safety |
| Road Condition Rating of East Dunbartonshire road conditions by traffic light system | 2016/17 Road condition rating All roads in ED Red – 8% Amber – 30% | Improve the quality of the roads and lower the percentage of roads in amber and red condition. | Scottish Transport Statistics | 6 – Increasing safety |
| Travel to Work Proportion of East Dunbartonshire residents who travel to work using sustainable modes of travel | 2016 Walking – 7.7% Cycling – N/A (Levels were too low) Bus – 11.8% Rail – 9.2% | Increase proportion of people walking, cycling and using public transport to work. | Scottish Household Survey and National Census | 1 - Modal shift 2 - Reducing inequality 3 - Reducing emissions 4 - Facilitating economic growth 5 - Improving health |

| Indicator | Baseline | Target | Source | Link to Transport Planning Objectives |
|---|--|---|---|--|
| Emissions Number of Air Quality Management Areas within East Dunbartonshire | Number of AQMA | Ensure no new AQMAs are declared. | Scottish Government Air Quality data | 3 - Reducing emissions 5 - Improving health |
| Active Travel Infrastructure Delivered | Core Paths, National Cycle Routes | Improve the quality of these routes and add to the levels of active travel infrastructure. | East Dunbartonshire Council | 1 - Modal shift 2 - Reducing inequality 3 - Reducing emissions |
| Cycle Parking Provision | Number of cycle spaces across the authority | Increase the number of cycle parking spaces at key facilities in town centres, stations, facilities and services. | Abellio ScotRail Council records | 1 - Modal shift 3 - Reducing emissions 5 - Improving health |
| Walking/Cycling as a main mode of travel Proportion of East Dunbartonshire residents who walk or cycle as a main mode of travel | Walking (2016) East Dunbartonshire – 16.2% Scotland – 23.5% Cycling (2016) East Dunbartonshire – N/A (Levels were too low) Scotland – 1.2% | Annual increase in the percentage of people cycling as a main mode of travel within East Dunbartonshire. | Scottish Household Survey Cycling Scotland Annual Report | 1 - Modal shift 3 - Reducing emissions 5 - Improving health |
| Children cycling to Primary School | 2015 - 4.5% 2014-2015 average - 4.1% 2011-2013 average - 3.7% 3.5% (2008-2010 average) | Increase proportion of children cycling to school | Scottish Household Survey National Census Data Sustrans Importance of School Travel Sustrans Hands Up Survey | 1 - Modal shift 5 - Improving health |
| Number of children trained in Bikeability cycle training levels 1-3 | Bikeability Level 1 – 344 completed in 2016/17 Bikeability Level 2 – 333 completed in 2016/17 | Increase the number of school pupils trained in Bikeability Levels 1-3 | Outdoor Education | 1 - Modal shift 5 - Improving health |
| Proportion of primary schools delivering Level 2 Bikeability cycle training | 2016/17 Academic year - 22% | Annual increase in the number of people using Active Travel for short trips. | Scottish Household Survey | 1 - Modal shift 5 - Improving health |
| Travel to School Primary school children normally walking to school | 2015 – 48.1% | Annual increase in the percentage of children walking to school | Sustrans Hands Up Scotland Survey | 1 - Modal shift 5 - Improving health |
| Travel to School P5-P7 children normally cycling to school | 2015 - 4.6% 2014-2015 average - 4.0% 2011-2013 average - 4.0% | Annual increase in the percentage of children cycling to school | Sustrans Hands Up Scotland Survey | 1 - Modal shift 5 - Improving health |



8. Conclusion

8. Conclusion

This Transport Options Report has detailed a number of transport options that could be progressed forwards to the draft publication of the next East Dunbartonshire Local Transport Strategy. The TOR and subsequent LTS will set out a confirmed position for transport in East Dunbartonshire for the future four years. The Transport Planning Objectives in section 5 set out six key aims for a number of known issues and opportunities within East Dunbartonshire. Following the Scottish Government's STAG process, the TPOs are created from a review of the current evidence base in order to ensure all objectives and resultant options are objective led solutions.

The evidence base from which these objectives are derived from, are detailed in the background reports that sit alongside this options report. The reports contain a review of current characteristics, both locally and nationally of; policy and transport statistics, as well as a report of recent local consultations, and a review of route corridor studies on the A81 and A803/806 corridors. The conclusions and findings of each of these reports were collated and Transport Planning Objectives were created as a result of this.

The TPOs for the TOR are:

1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips
2. Reducing inequality by providing high quality access for all
3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire
4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities
5. Improving health by increasing walking and cycling rates
6. Improving safety on all modes of transport.

These transport planning objectives provide a base for which all options should aim to satisfy.

This TOR presents options that aim to improve transport conditions across East Dunbartonshire by modes of active travel (walking and cycling), public transport, roads and parking. It represents the first opportunity to consult on a range of transport proposals and will inform the draft LTS.

The results of the consultation process on the TOR will directly feed in to the draft LTS. This ensures a combined approach with the local community and key stakeholders will take place to progress effective transport options to actions within the LTS.



Glossary of Terms

| | |
|-------|---|
| ATS | Active Travel Strategy |
| ASL | Advanced Stop Line |
| AQMA | Air Quality Management Area |
| BIAS | Bus Information and Signalling System |
| BRR | Bishopbriggs Relief Road |
| DECC | Department of Energy and Climate Change |
| EDC | East Dunbartonshire Council |
| EGIP | Edinburgh-Glasgow Improvement Programme |
| EV | Electric Vehicle |
| JRSO | Junior Road Safety Officer |
| HGV | Heavy Goods Vehicle |
| LED | Light Emitting Diode |
| LOIP | Local Outcomes Improvement Plan |
| LTS | Local Transport Strategy |
| LPP | Land Planning Policy |
| MOVA | Microprocessor Optimised Vehicle Actuation |
| NOx | Nitrogen Oxides |
| NTS | National Transport Strategy |
| PM10 | Particulate Matter > 10µm in diameter |
| RCS | Route Corridor Studies |
| RTP | Regional Transport Partnership |
| RTPI | Real Time Passenger Information |
| RTS | Regional Transport Strategy |
| SCOOT | Split Cycle Offset Optimisation Technique |
| SEA | Strategic Environmental Assessment |
| SIMD | Scottish Index of Multiple Deprivation |
| SMART | Specific, Measurable, Attainable, Relevant, Timed |
| SPT | Strathclyde Partnership for Transport |
| STAG | Scottish Transport Appraisal Guidance |
| TOR | Transport Options Report |
| TPO | Transport Planning Objective |
| QBC | Quality Bus Corridor |
| UTC | Urban Traffic Control |

East Dunbartonshire Council - Local Transport Strategy

Transport Options Report 2018



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East Dunbartonshire Council

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Other formats

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

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