


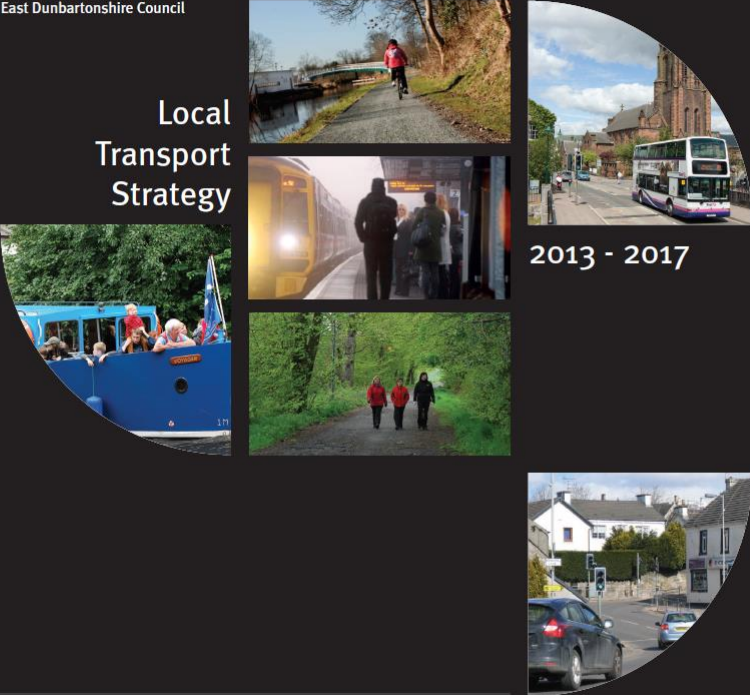
East Dunbartonshire Council Local Transport Strategy – Transport Options Report

Background Report 3 – Local Transport Strategy 2013-17 Review

East Dunbartonshire Council

Local Transport Strategy

2013 - 2017



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1. Introduction

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

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

The purpose of the LTS is to:

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

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

2. Local Transport Strategy 2013-2017 - Objectives

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

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

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

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

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

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

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

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

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

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

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

3. Targets

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

Indicator	Baseline	Target	Source	Target Achieved by 2017
				Glasgow Improvement Programme
Road Condition	2011/12 Road condition rating	Increase percentage of roads that are rated acceptable	Scottish transport Statistics	Yes 2011/12 – Red 11, Amber 32 2016/17 - Red 8 Amber 30
Travel to work/Education	2009/10 travel to work survey	Increase the percentage of people walking, cycling and using public transport to work or study	Scottish Household Survey ¹	No 2016 – 28.7% 2009 - 30% ²
Emissions	Number of AQMA	Ensure no new AQMAs are declared	Scottish Government Air Quality data	Yes
Travel to School	2010 Hands Up Survey	Increase percentage of children that walk/cycle to school	Sustrans Hands Up Survey	Walk – Yes 2010 Walk – 45.2% 2015 Walk - 48.1% Cycle – No 2010 Cycle – 3.3% 2015 Cycle – 2.8% 2015 sample size much lower (11,000 – 2010, 6881 – 2015)
Travel patterns	N/AS	Develop a database of local trips and mode share for	Travel diaries – local population, businesses	No – rely on Scottish Government data

¹ <http://www.gov.scot/Publications/2010/12/17120002/162>

² <http://www.gov.scot/Publications/2010/12/17120002/180>

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

4. Key Outputs

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

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

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

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

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

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

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

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

5. LTS Monitoring - What has been delivered?

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

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

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

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

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

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

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

6. Action Plan Progress Summary

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

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

Action	Location	Progress Update 4 Years (August 17)
Lobby public transport operators, SPT and Transport Scotland to ensure the cost of public transport is reasonable in East Dunbartonshire	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with transport partners to enhance integration between bus and rail services in East Dunbartonshire through improved timetabling	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with SPT to improve ticketing through integration across all modes of public transport	Area wide	<p>Not within Council's remit. Progress nationally has been made as ScotRail tickets has technology to integrate with Subway and discussions are ongoing to improve this service. Transport Scotland and SPT, through Nevis Technologies, are delivering interoperable smart card ticketing across rail and Subway.</p> <p>The SPT ZoneCard is an existing integrated multi-modal ticketing product covering a range of 'zones' across Greater Strathclyde, where travellers can choose how many 'zones' their ticket will cover. Approximately 9,400 ZoneCards were purchased by East Dunbartonshire residents in 2016/17 (approximately 10% of the population). SPT estimate that approximately £310,000 of savings have been made for East Dunbartonshire residents through Zonocard ticketing in 2016/17.³</p>

³ SPT Transport Outcomes Report 2016/17

Action	Location	Progress Update 4 Years (August 17)
Work with the train operator and Transport Scotland to increase capacity on peak travel services as required	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.
Work with Transport Scotland, Network Rail and the train operator to improve the level of frequency during peak travel periods	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.
Work with Transport Scotland to ensure that Bishopbriggs and Lenzie stations are served by electrified trains in order to improve reliability, frequency and reduce emissions	Bishopbriggs, Lenzie	EGIP project will create significant benefits and assist in delivering this action for Lenzie and Bishopbriggs. Phase 1 of EGIP electrification has been completed on the main Glasgow-Edinburgh line. Very few services stop at Lenzie or Bishopbriggs so the positive impact may be little at this stage. Electrification of Stirling/Alloa/Dunblane services are expected to be completed by December 2018 which will stop at Lenzie and Bishopbriggs and provide major benefits to East Dunbartonshire residents.

Action	Location	Progress Update 4 Years (August 17)
Work with SPT and bus operators to improve accessibility to hospitals and healthcare facilities	Area wide	<p>SPT registered new services for access to Queen Elizabeth University Hospital. SPT undertook accessibility analysis in 2014 and worked with Public Service Vehicle operators to improve the number of local services to the QEUH including services operating via Partick interchange.</p> <p>Glasgow City Bus 15 – SPT is supporting additional 8 journeys between Milngavie – Anniesland / weekday and all Saturday and Sunday services between Milngavie- Anniesland to improve access to Gartnavel.</p> <p>SPT supports the service 6B –Bearsden – Glasgow via Gartnavel.</p>
Continue to support MyBus through SPT	Area wide	Support ongoing - 26,000 passengers used MyBus services across the authority area in 2016/17.
Work with SPT, the community and other partners to explore opportunities for community transport provision	Area wide	Community Transport Glasgow service is available in East Dunbartonshire. All buses are available for not for profit community and voluntary groups and can only be hired by CTG members.

Action	Location	Progress Update 4 Years (August 17)
Explore opportunities to provide additional bus services or alter routing to address gaps in areas	Area wide	Explored through route corridor studies. Officers working with bus operators to explore opportunities for improvements.
<p>Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards:</p> <ul style="list-style-type: none"> • Road network adjacent to Hillfoot Railway Station 		Work is ongoing. Route corridor studies addressing A803 and A81, Kirkintilloch Masterplan ongoing. In 2016/17 SPT delivered 2 new bus stops, 1 shelter refurbishment, 2 bus stop pole upgrades and 21 bus stop graphics, while maintaining 477 bus stops, 155 shelters and 598 pole-mounted information cases in East Dunbartonshire.
<ul style="list-style-type: none"> • A803 through Bishopbriggs 	Bearsden	Work with SPT ongoing
<ul style="list-style-type: none"> • Kirkintilloch town centre 	Bishopbriggs	Work with SPT ongoing
<ul style="list-style-type: none"> • A81 Corridor through Bearsden and Milngavie 	Kirkintilloch	Stop upgrades and installation of real time passenger information have been delivered as part of Kirkintilloch Town Centre Masterplan
Assess and implement bus priority measures such as signals and lanes to reduce bus journey time and improve punctuality	Bearsden and Milngavie	Work with SPT ongoing
Work with bus operators to assess the viability of developing new express bus services	Area wide	Assessment of this has been carried out in route corridor studies and feasibility studies.
	Area wide	Work with SPT ongoing

Action	Location	Progress Update 4 Years (August 17)
Work with SPT to develop an integrated transport network that could improve connectivity between residential areas and railway stations	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The active travel strategy contains several measures that contribute to this action. Improved cycling infrastructure at stations has been delivered as has Healthy Habits signage in Bearsden, Milngavie, Bishopbriggs and Kirkintilloch/Lenzie. Phase 1 of Bears Way segregated cycleway has been delivered.
Ensure the Council maintains an up-to-date travel plan	Area wide	No travel plan currently in place.
Ensure Transport Assessments and Travel Plans are submitted when assessing developments	Area wide	Transport Assessments and Travel Plans for developments are carried out when required.
Examine the feasibility of introducing a bus services between the wider East Dunbartonshire area and Mugdock Country Park.	Milngavie	Mugdock Strategy sets out 5 year plan for developing Mugdock Country Park. Currently no interest in operating a bus service from operators and no volunteer interest. Would require Council to fund a service.
Investigate and work with SPT and bus operators to explore an opportunity to improve the current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch	Bearsden / Milngavie and Bishopbriggs / Kirkintilloch	This action is out with the Council's remit and is the responsibility of private operators. Service between Milngavie/Bearsden to Kirkintilloch/Bishopbriggs is hourly and fully supported by SPT.

Action	Location	Progress Update 4 Years (August 17)
Work with our partners to increase personal security on buses and trains in East Dunbartonshire	Area wide	This action is out with the Council's remit and is responsibility of private operators/Police, however, partnership working is on-going between Council officers and relevant bodies to improve the situation.
Work with partners to improve bus timetables that relate to services in the evenings and at weekends especially with regards to settlements in the rural area	Area wide	The Council works with operators and SPT to ensure that services are provided where there is a social need. Service provision is determined by commercial operators and SPT already subsidises many services. Further service provision would need to demonstrate need.
Investigate developing a dedicated bus waiting area as part of the Kirkintilloch Masterplan to improve waiting facilities, information provision and operations	Kirkintilloch	Improvements to bus facilities are being delivered through the Kirkintilloch Town Centre Masterplan. The Bus Hub option was assessed in the 2015 route corridor studies.
Explore opportunities and ensure that access to Westerhill Business Park via bus is improved	Bishopbriggs	Transport plays a key part of the Westerhill City Deal development. The proposal includes: <ul style="list-style-type: none"> • BRR phase 5. • Bus Park and Ride • Quality Bus Corridor

Action	Location	Progress Update 4 Years (August 17)
Liaise with Transport Scotland with regards to promoting hard shoulder running for express bus services between Kirkintilloch/Lenzie and Glasgow that travel on the M80 and M8 during peak travel periods	Kirkintilloch, Lenzie, Bishopbriggs	There has been limited progress with developing this action.
Develop and implement travel hubs on the A81 Route Corridor (Hillfoot, Kessington and Burnbrae), Bishopbriggs and Lenzie to promote the integration of different transport modes at key interchange locations	Hillfoot, Kessington, Burnbrae, Bishopbriggs and Lenzie	Sustainable transport hubs delivered at Hillfoot and Kessington. The Burnbrae hub was implemented at Milngavie rail station in 2016. These improved walking, crossing, waiting and cycle friendly facilities. They improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Work with SPT and bus operators to investigate the need to enhance public transport accessibility of Twechar through improving the frequency of bus services	Twechar	The Council supports improved bus service provision but this action is out with the Council's remit and in the hands of private operators.
Roads and Parking		
Complete Phase 4 of the Bishopbriggs Relief Road	Bishopbriggs	Construction of the Bishopbriggs Relief Road (BRR) phase 4 commenced in Spring 2016 and was due to be completed by summer 2017. Construction delays due to ongoing wider works to deliver the Edinburgh Glasgow Improvement Programme (EGIP) being carried out by Network Rail, mean that the road is now due for completion in early 2018. Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.
Develop a resourcing mechanism for delivering Phase 5 of the Bishopbriggs Relief Road	Bishopbriggs	Council is continuing to develop a resource mechanism for this project.

Action	Location	Progress Update 4 Years (August 17)
Continue to improve rural and single lane roads in line with high environmental and design standards and include mitigation for any adverse environmental impacts where appropriate	Area wide	Progress has been made on Campsie Rd improvements and bridge enhancements. The Council will continue to improve rural roads by installing centre line studs and anti-skid surfacing.
Continue to monitor the performance of the road network and provide improvements where applicable, in line with high environmental and design standards, to enhance operation and safety at key junctions	Area wide	Condition assessment surveys are completed and locations are prioritised taking into account current conditions, expected level of deterioration, traffic volumes and use. Minor repairs are completed when required.
Promote road safety through schools	Area wide	This action is on-going.
Require improvement to junctions/ road network affected by development	Area wide	Continued input through planning consultation and Road Construction Consent review
Assess the benefits and install electronic information signs to warn drivers of delays, incidents and journey time information	Area wide	There are 11 signs in East Dunbartonshire that are moved around on demand in order to provide improved driver information.
Work with partners to promote priority car share parking at railway stations	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	Not progressed. Issue relates to difficulty with enforcement. Not within the Council's remit to deliver directly. The Traffic and Transport team are operating a liftshare scheme for EDC employees.

Action	Location	Progress Update 4 Years (August 17)
Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)	Area wide	Route Corridor Studies looked at these options and provided appraisal of options.
<p>Investigate and deliver the appropriate junction and road improvements where applicable to enhance operation and safety and reduce queuing and vehicular delay. Any intervention will take account of high environmental and design standards including mitigating any adverse environmental impacts:</p> <ul style="list-style-type: none"> • Bearsden Cross • A81/A807 Junction • A81/B8030 Junction • A81/Boclair Road Junction • A81/Asda (Bearsden) Junction <ul style="list-style-type: none"> • Bishopbriggs Cross • Asda (Bishopbriggs)/Kirkintilloch Road Junction • Crosshill Road (Strathkelvin Retail Park)/Kirkintilloch Road Junction <ul style="list-style-type: none"> • Kerr St/Cowgate/Catherine Street Junction • Lenzie Rd/Muirhead St Junction • A803/New Lairdsland Road Junction • Initiative Road (A806)/Waterside Road Junction 	Area wide	Improvements are assessed as a result of major projects, development applications or as part of ongoing traffic investigations. This is an on-going process.
	Bearsden	On-going process.
	Bishopbriggs	On-going process.
Kirkintilloch	<p>Masterplan has implemented changes and works currently in progress.</p> <p>On-going process.</p>	

Action	Location	Progress Update 4 Years (August 17)
Continue to deliver improvements to the A81 Route Corridor to mitigate congestion and improve air quality	Bearsden and Milngavie	Hillfoot, Kessington and Milngavie Hubs all delivered.
Continue to deliver improvements to the A803 Route Corridor to mitigate congestion and improve air quality	Bishopbriggs and Kirkintilloch	Route corridor studies appraised options for A803. Officers are working to develop options in line with emerging Town Centre Strategies.
Implement the parking strategy in relation to both on and off street proposals	Area wide	Parking charges implemented in some car parks.
Manage parking issues through the introduction of decriminalised parking enforcement	Area wide	Complete and monitoring process on-going
Junction signage improvements to encourage use of A806	Kirkintilloch	Signage complete.
Continue to monitor the level of traffic on roads in East Dunbartonshire	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc.
Review the scope and methodology of the transport developers contribution note and revise if necessary	Area wide	The Local Development Plan was approved in February 2017 which sets out a sustainable Transport Policy which requires developers to provide transport improvements as part of the development. Supplementary Guidance on Developer Contributions has been produced and consulted on. This guidance has reviewed the scope and methodology for securing developer contributions for transport improvements.
Monitor air quality and the level of traffic in Bishopbriggs and Bearsden	Bishopbriggs and Bearsden	Carried out continuously and annual monitoring report submitted to Scottish Government.

Action	Location	Progress Update 4 Years (August 17)
Investigate the possibility of key roads (such as the A806 and A810) being adopted as Trunk Roads by Transport Scotland	Area wide	Currently not progressed.
Identify appropriate locations and implement the SCOOT system to improve traffic management	Area wide	SCOOT included as part of a package of options in the A81 Route Corridor Study. B8050 system is currently being delivered.
Monitor and review demand for parking in town centre car parks across East Dunbartonshire to manage capacity and operations	Area wide	DPE implemented Summer 2016 and charging for stays of over 2 hours in place in Milngavie, Bearsden and Kirkintilloch.
Assess the impact of the proposed Local Development Plan and identify associated transport solutions	Area wide	Transport Assessments will be required to be submitted as part of all planning applications on LDP sites.
Review the maximum and minimum parking standards for new developments	Area wide	Parking standards are currently under review.
Continue to investigate accident cluster sites and develop measures to improve road safety	Area wide	This is an on-going process. LED studs in road, high friction surfaces, and vehicle activated signs and warning signage implemented at various locations.
Investigate and install road traffic counters on key roads	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc. Counters installed to monitor active travel projects.
Ensure appropriate provision of disabled parking facilities across East Dunbartonshire	Area wide	On-going. This is a statutory requirement.

Action	Location	Progress Update 4 Years (August 17)
Identify appropriate locations and introduce new pedestrian crossing facilities where necessary	Area wide	Partly delivered through planning system and Council proposals. An example is the - Kirkintilloch Town Centre public realm improvements crossings
Provide the relevant level of maintenance activities in relation to roads, footways, street lighting, car parks, cycle ways and bridges.	Area wide	Phase 1 - LED lighting roll out circa 6000/8000 units have been rolled out. Roads and footways upgrades on-going in line with asset management plan Bridges have on-going improvements. The car parks are almost complete, only minor finishing touches need to be applied.
Investigate possible car club scheme with other organisations/local authorities	Area wide	A feasibility study has been carried out on this option and is on-going.
Investigate possible access improvements to Council car parks in Kirkintilloch	Kirkintilloch	On-going.
Develop and implement road safety measures in relation to the A809	Bearsden	High Friction Surfacing and upgraded signage provided – on-going monitoring
Winter Service Provision	Area wide	Provided annually. The Council continue to deliver winter service focusing on key transport routes and routes to schools, main services and cycle ways.
Maintain and upgrade signage for walking and cycling routes and roads	Area wide	Healthy Habits signage implemented in Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. A review of signage provision and de-cluttering is on-going. This will be reviewed again in Town Centre Strategies.
Active Travel		

Action	Location	Progress Update 4 Years (August 17)
Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: - A81 Bears Way – kerb segregated cycle lane - Phase 1 complete. Upgraded surfacing on Forth and Clyde Canal throughout all of East Dunbartonshire. Strathkelvin Railway Path upgraded on border with NLC. Healthy Habits signage provided across Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. Milngavie, Hillfoot and Kessington hubs have all been delivered. Increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot station. Kirkintilloch Masterplan aimed to improve conditions for active travel.
Enhance the quality, safety and routing of paths and footways from residential areas to town centres, key bus routes, railway stations, employment , health and leisure facilities	Area wide	The following projects have been delivered between 2013 and 2017: - Cycle and walking routes between Woodilee and Lenzie, - Allander Walkway Upgrade
Work with partners to deliver parking and infrastructure improvements, such as shelter facilities, associated with cycling at railway stations	Area wide	The following projects have been delivered between 2013 and 2017: - Sustainable transport hubs delivered at Hillfoot, Kessington and Milngavie. These improved walking, crossing, waiting and cycle friendly facilities improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Identify and develop the appropriate infrastructure such as routing and on road junction priority measures to encourage cycling in the rural area of East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: - Bears Way phase 1 - Strathkelvin Railway Path Upgrade - Canal Towpath Upgrade - path upgrade parallel to A897 west of Lennoxton and south east of Clachan of Campsie

Action	Location	Progress Update 4 Years (August 17)
Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal	Area wide	Active Travel Strategy completed and published end 2015. ATS included full network review/audit of active travel routes.
When opportunities arise, promote the health and sustainable benefits of active travel through campaigns	Area wide	The following projects have been delivered between 2013 and 2017: - Area wide 'Healthy Habits' project - Milngavie and Bearsden 'Big Bike Fest' - Play on Pedals
Undertake an examination of walking and cycling accessibility to primary schools through the Primary School Estate Review and develop safe routes to educational establishments from residential areas	Area wide	Consideration of active travel routes to school embedded in school design process
Increase and improve cycle parking provision security at Council owned facilities such as town centres, educational establishments, leisure facilities and employment areas	Area wide	The following projects have been delivered between 2013 and 2017: - EDC office Southbank House improvements - Various Primary School 'Scooter and Cycle Parking Projects' - Purchasing bike fleet for schools and outdoor education
Work with and encourage private land owners and businesses to improve cycle parking provision at business parks and retail parks	Area wide	Council officers are working with the business community through the active travel strategy and Economic Development Strategy to improve connectivity to town centres and retail centres.
Remove unnecessary or redundant street furniture, install the appropriate signage where required and improve information relating to active travel routes across East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: - Public realm works on Cowgate, Kirkintilloch - Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered - Milngavie Station, Hillfoot, Kessington

Action	Location	Progress Update 4 Years (August 17)
Enhancements to town centre environments including the widening of footways, dropped kerbs, improved lighting and public realm, traffic calming measures and cycle parking in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - Public realm works on Cowgate, Kirkintilloch - Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered - Milngavie Station, Hillfoot, Kessington
Work with Transport Scotland and the train operator to improve the provision for bicycles on board trains and secure parking at stations across East Dunbartonshire	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. - Sustainable transport hub delivered at Hillfoot and Milngavie Stations - increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot stations.
Monitor and maintain the Council's core path network in line with the Core Path Plan	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - The Council has resurfaced privately owned paths in partnership with private owners.
Development and implementation of a cycling strategy	Area wide	Active Travel Strategy complete and published in November 2015. The ATS stated two action plans, one for infrastructure and another for behaviour change. The ATS is focussed on increasing levels of walking and cycling.
Ensure areas of tourism interest such as Mugdock Country Park, the West Highland Way and the Forth and Clyde Canal are accessible through high quality footpaths/ cycleways	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - Forth and Clyde Canal Towpath Upgrade in partnership with Scottish Canals - Milngavie Station Improvements which is a gateway to the West Highland Way

Action	Location	Progress Update 4 Years (August 17)
Ensure new developments incorporate high environmental and design standards set out in National Policy through Designing Streets and Designing Places and include mitigation for adverse environmental impacts where appropriate	Area wide	As set out in the LDP, planning guidance for Sustainable Transport and Design and Placemaking sets out requirements for new developments to include high environmental and design standards in line with national guidance. SEA process ensures any relevant mitigation is included in planning process.
Work with our partners to deliver cycle training and initiatives in schools	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - Play on Pedals - Bikeability - iBike Officer training - cycle maintenance training
Install cycle counters on key routes to enable accurate monitoring	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - SNH installed 1 counter on Strathkelvin route near Strathblane - 1 counter has been installed on A81 at Phase 1 of the Bears Way
Develop a footway between Woodilee and Lenzie	Lenzie	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - The shared footpath has been extended - Advisory cycle lanes on Garngaber Avenue. - Strathkelvin Railway Path Upgrade Woodilee to NLC boundary
Assess the need and deliver footways adjacent to Initiative Road (A806) and the Bishopbriggs Relief Road	Kirkintilloch, Bishopbriggs	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> - A806 has now been adopted - Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.

Action	Location	Progress Update 4 Years (August 17)
Work with adjoining local authorities to promote foot/cycle path connectivity	Area wide	The following projects have been delivered between 2013 and 2017: - Strathkelvin Railway Path Woodilee to NLC boundary - Work on ATS carried out with neighbouring authorities, the EDC Loop which is included in the ATS is planned to pass through Stirlingshire.
Improve and promote walking/cycling access to Strathkelvin Retail Park	Bishopbriggs	Council officers are working with the business community through the Active Travel Strategy and Economic Development Strategy to improve connectivity in town centres and retail centres.
Improve and promote walking and cycling access to Westerhill Business Park including an investigation into enhanced connectivity towards Lenzie	Bishopbriggs	The following projects have been delivered between 2013 and 2017: - Feasibility study from BRR to Lenzie. - The existing stretch of Westerhill Rd and bridge will become active travel corridor parallel to BRR following completion of phase 4.

7. Conclusion

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

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

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

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