

# East Dunbartonshire Council Local Transport Strategy – Transport Options Report

## Report of Consultation



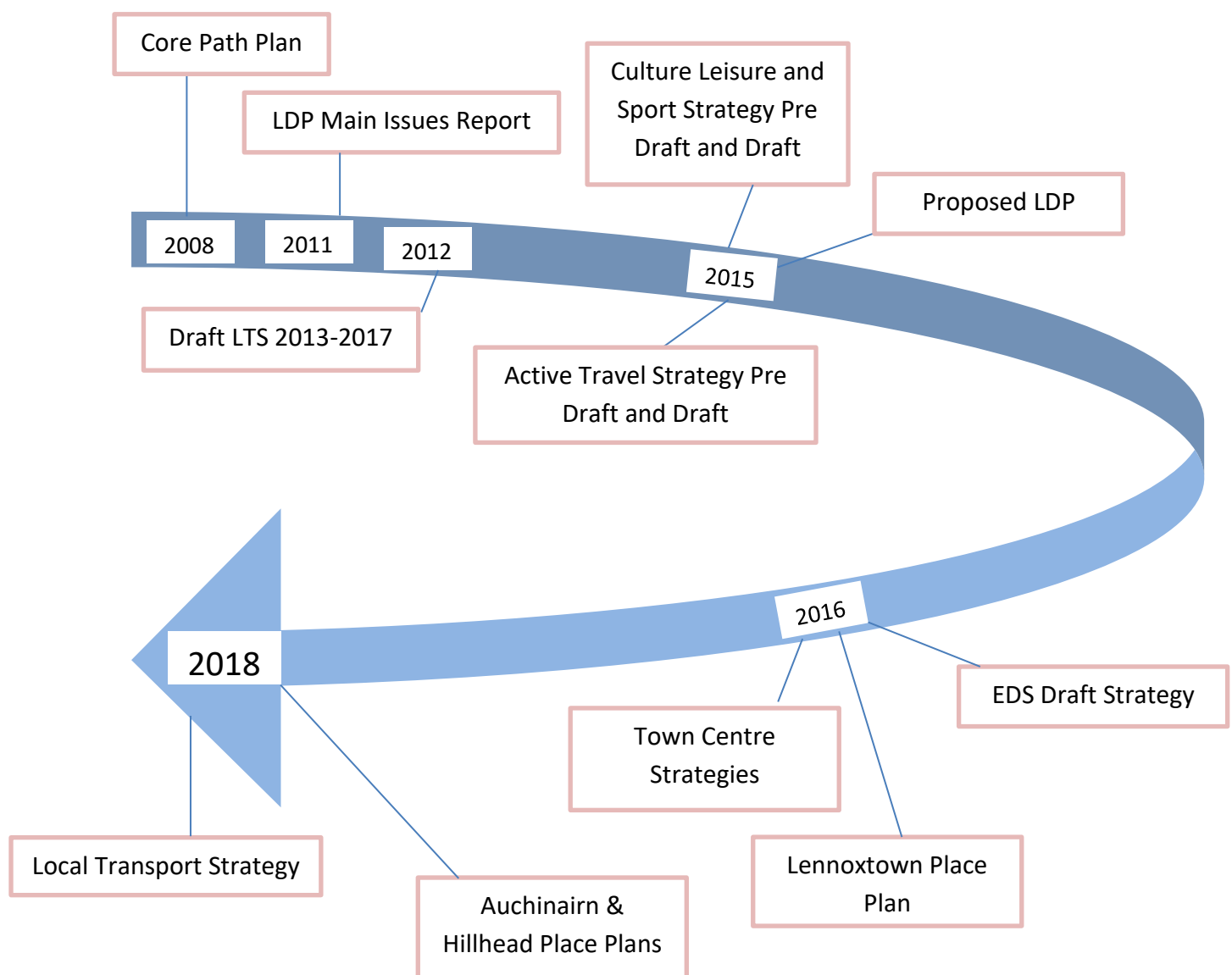
## Contents

### 1. Introduction

### 2. Consultation Stage 1 – Report of recent consultations on local strategies and plans

### 3. Consultation Stage 2 – Report of Findings from Consultation on the Transport Options Report

To be completed following consultation on the Transport Options Report



## **1. Introduction**

Prior to development of the 2018 Local Transport Strategy (LTS) and the Transport Options Report (TOR), which precedes the final strategy, East Dunbartonshire Council has carried out numerous consultations for various plans and strategies on a wide range of topics relevant to transport. The purpose of this document is to provide a summary of previous consultations that inform transport policy.

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

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

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

## 2. Consultation Stage 1 – Report of Previous Consultations

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

Strategy / Project Consulted on	East Dunbartonshire Core Path Plan	
When did this take place?	2008	
Consultation Process	<p>Early engagement</p> <p>To ensure the consultation was meaningful and reached a broad section of the population, participatory appraisal methodology was used and teams of facilitators were employed to conduct insitu surveys. Employed for two days in each community, the facilitators stopped and spoke to people in and around town and village centres as well as interviewing people while actually using the path network.</p>	
Publicity Carried Out	<ul style="list-style-type: none"> <li>• Press releases and advertisements published in all local press</li> <li>• Local Development Plan newsletter sent to over 500 registered recipients.</li> <li>• Email notification of consultation sent to all EDC employees.</li> <li>• Advertisement of consultation in Council buildings.</li> </ul>	
Number of Respondents	Consultation zones	Number of Responses
	Twechar	No figures available
	Torrance	103
	Kirkintilloch	586
	Lennoxtown and Campsie	310
	Milngavie	183
	Bearsden	146
	Bishopbriggs	83
	<b>Total</b>	<b>1411</b>
	<p>The results of the surveys were conveyed back to the Local Access Forum. The Forum consists of representatives from local farming, land owning, horse riding, disability, walking and cycling interests. This collective experience and local knowledge coupled with the external advice of Scottish Natural Heritage and Paths for All helped distil the large volume of survey results down to Core Path level. Meeting four times a year, the Forum helped confirm which of the many paths recorded during the surveys would go forward as Core Path Candidates.</p>	
Key Findings Relating to Transport	<p>All but three of the Core Paths listed in the Plan were already in daily use. For the majority of routes, little will change other than the legal status of the path concerned. Just under half of the 83 paths are in public ownership: 32 in the ownership of East Dunbartonshire Council with a further 9 owned by other public organisations. The remaining 42 paths are in private ownership but this does not mean existing arrangements or use of the paths will change. The majority of the paths in the plan are already managed either by East Dunbartonshire Council, other public bodies or private landowners.</p>	
Further Information	<a href="https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport/core-path-plan">https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport/core-path-plan</a>	

Strategy / Project Consulted on	Local Development Plan Main Issues Report
When did this take place?	Winter 2011
Consultation Process	<p>There was a consultation period of 8 weeks with a range of events for residents to participate in. These included:</p> <ul style="list-style-type: none"> <li>• Speed Debating workshop - (9 sessions in total, in; Kirkintilloch (2), Bishopbriggs (2), Lennoxton (2), Bearsden, Milton of Campsie and Milngavie.</li> <li>• Drop in Sessions, 4 sessions located at; Twechar, Lennoxton, Bishopbriggs and Bearsden.</li> <li>• A workshop was held in December 2011 to scope the main land use issues for East Dunbartonshire. This was well attended with over 70 participants.</li> <li>• A questionnaire to which a total of 161 responses were received.</li> <li>• Several meetings with all the key agencies.</li> <li>• Targeted meetings with Homes for Scotland, Registered Social Landlords and Private developers.</li> <li>• 3 workshops were held to provide opportunities for the community and stakeholders to work together to develop assessment and site options to address the need for housing in East Dunbartonshire.</li> </ul>
Publicity Carried Out	<ul style="list-style-type: none"> <li>• Press releases and advertisements published in all local press</li> <li>• Local Development Plan newsletter sent to over 750 registered recipients.</li> <li>• Use of Council's corporate consultation database to notify over 500 individuals who have signed up to be informed of the Council's consultations.</li> <li>• Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites.</li> <li>• Email notification of consultation sent to all EDC employees.</li> <li>• Advertisement of consultation in Council buildings.</li> </ul>
Number of Respondents	Survey received 161 responses. 70 people participated in the workshop.
Key Findings Relating to Transport	<p>Access to sustainable travel must be improved and encouraged within each community. This involves improving travel within key transport corridors, maximising the capacity of public transport infrastructure and encouraging active travel (walking and cycling).</p> <p>The Council should give priority to sites which are sustainably accessed, by walking, cycling and established public transport. Ensure designing streets principles are included in all new developments, to help achieve modal shift towards sustainable transport modes.</p> <p>78% of the 83 respondents agreed with travel priorities for East Dunbartonshire. Supporting comments included the need for promotion / provision of sustainable transport links to new and existing development. In addition, a number of comments were made regarding the need for infrastructure improvements for all modes, including the private car. Of those respondents who disagreed with the travel priorities, some highlighted the</p>

	<p>need for infrastructure to be developed prior to future development.</p> <p>45% of the respondents agreed that some travel priorities had been missed, which included, the development of rail facilities at Woodilee and Westerhill. 80% of 75 respondents agreed <b><i>Priority Should Be Given to Sites That Can Be Sustainably Accessed</i></b></p> <p><b><i>Bishopbriggs, Balmore, Bardowie and Torrance</i></b> – 72% of 11 respondents agreed with the preferred option. A number of respondents commented in support of a rail park and ride facility at Westerhill and the completion of the Bishopbriggs Relief Road (BRR). Further comment was made about how drainage will be managed through the development of the BRR. Disagreement comments, include, concern of the effects of the BRR (phase 4) on Low Moss, greenbelt character and Cadder Yard.</p> <p><b><i>Kirkintilloch, Lenzie, Waterside and Twechar</i></b> – 88% of 26 respondents agreed with the preferred option. Comments in support included reference to improving parking within Kirkintilloch Town Centre and using brownfield land as a park and ride facility. Of those who disagreed, one person was against a park and ride facility at Woodilee due to the proximity to Lenzie Station.</p> <p><b><i>Bearsden and Milngavie</i></b> – 81% of 36 respondents agreed with the preferred option. A number of comments were made in support of a rail park and ride facility at Allander. Other positive comments included the stated need for improved infrastructure to support new development. One respondent, who disagreed, commented on the good levels of connectivity of LDP17 – Craigton Road. However, it was felt that the preferred option would predicate against this site.</p> <p><b><i>Lennoxtown, Clachan of Campsie, Haughhead and Milton of Campsie</i></b> – 60% of 18 respondents agreed with the preferred option. One comment mentions a park and ride facility in the area. A number of those respondents in disagreement felt that the preferred option had not been considered for LDP 18 – Redmoss Farm.</p> <p><b><i>Generic Area Wide Comments</i></b> – Some respondents felt that the demand for housing and affordable housing should outweigh sites accessibility by sustainable modes. General support was made by some respondents to rail facilities at Allander, Westerhill and Woodilee.</p> <p><b><i>Summary of Question 3 Responses</i></b> – Comments made regarding the alternative option included the need to maintain parking capacity in Kirkintilloch, maximise parking in Bishopbriggs and around railway stations and providing Park and Ride adjacent to BRR. In addition, comment was made against the development of a multi-storey parking facility at Milngavie Rail Station due to the loss of visual amenity.</p> <p><b><i>Summary of Other Suggestions</i></b> – Comments made regarding the provision of segregated cycling facilities, more parking and development of a rail connection to Kirkintilloch.</p> <p>In addition to the above, a large number of comments were made on non-planning matters which relate to traffic and transport functions, which included;</p> <ul style="list-style-type: none"> <li>• Quality of public transport services;</li> <li>• Operation of the roads;</li> <li>• Condition of the roads; and</li> </ul>
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	<ul style="list-style-type: none"> <li>Speed of Traffic.</li> </ul>
Further Information	<a href="https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/emerging-local-development-plan/main-issues-report">https://www.eastdunbarton.gov.uk/residents/planning/planning-policy/emerging-local-development-plan/main-issues-report</a>

Strategy / Project Consulted on	Local Transport Strategy 2013-2017 – Draft Strategy
When did it take place?	Spring 2012
Consultation Process	<ul style="list-style-type: none"> <li>6 week consultation</li> <li>Online survey</li> <li>Freepost consultation postcard</li> <li>5 drop in sessions</li> <li>Presentation to the East Dunbartonshire Equality Engagement Group and the Community Council Liaison Committee in June 2013.</li> </ul>
Publicity Carried Out	<ul style="list-style-type: none"> <li>Press releases and advertisements published in all local press</li> <li>Local Development Plan newsletter sent to over 750 registered recipients.</li> <li>Notification sent direct to the Council's key transportation partners.</li> <li>Use of Council's corporate consultation database to notify over 500 individuals who have signed up to be informed of the Council's consultations.</li> <li>Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites.</li> <li>Email notification of consultation sent to all EDC employees.</li> <li>Advertisement of consultation in Council buildings.</li> </ul>
Number of Respondents	556 responses to the questionnaire
Key Findings Relating to Transport	<p>Consultations identified a range of issues that were important to residents, the three highest rated were:</p> <ul style="list-style-type: none"> <li>Maintaining existing roads and footways</li> <li>Improving public transport services</li> <li>Road Safety</li> </ul> <p>Particular support was given to:</p> <ul style="list-style-type: none"> <li>Recognition of the needs of the aging population of East Dunbartonshire.</li> <li>Commitment to supporting and developing active travel throughout East Dunbartonshire.</li> <li>Progress with the investigation into the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.</li> </ul>
Further Information	<a href="https://www.eastdunbarton.gov.uk/local-transport-strategy">https://www.eastdunbarton.gov.uk/local-transport-strategy</a>

Strategy / Project Consulted on	Proposed Local Development Plan
When did this take place?	Spring 2015
Consultation Process	The Council invited representations on the Proposed Plan using a dedicated Representation Form with an accompanying 'How to' guide.
Publicity Carried Out	<ul style="list-style-type: none"> <li>Press releases and advertisements published in all local press and social</li> </ul>

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



	<p>outcomes of the two 2015 STAG corridor studies.</p> <p>The Proposed Local Development Plan consultation showed:</p> <ul style="list-style-type: none"> <li>• General support for sustainable transport provision to mitigate the effects of development on traffic</li> <li>• Concern that parking provision, especially around rail stations is inadequate and incapable of coping with the transport impact of development</li> <li>• Support from the public and community councils for new rail halts and park and ride facilities</li> <li>• Representation was submitted from Network Rail stating that trains may not be able to generate line speed necessary to stop at new stations and maintain network resilience and requested the Council consider alternative measures including increased parking provision at existing stations and improved active travel links to existing stations due to: <ul style="list-style-type: none"> <li>- The proximity of Bishopbriggs and Lenzie stations to potential new stations at Woodilee and Westerhill</li> <li>- Proximity of Hillfoot and Milngavie's stations to potential new station at Allander.</li> </ul> </li> </ul>
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Strategy / Project Consulted on	Active Travel Strategy - 2015-2020 – Pre-Draft Consultation
When did this take place?	Summer 2015
Consultation Process	<ul style="list-style-type: none"> <li>• On Tuesday 9th June 2015, East Dunbartonshire Council and Capita hosted a half day External Stakeholder Workshop in the War Memorial Hall, Bishopbriggs. 28 participants represented various organisations that had interest and influence to develop an Active Travel Strategy for East Dunbartonshire. This first workshop aimed to gather information and views on the current state of infrastructure provision in East Dunbartonshire prior to carrying out route audits and a physical review of the current network.</li> <li>• An online survey to inform the draft strategy (over 150 responses)</li> <li>• Action Plan Options - Stakeholder Workshop was held in Milngavie Town Hall on Thursday 9th July 2015</li> <li>• 2 x Drop in sessions were held, one in Bishopbriggs another in Milngavie</li> <li>• A second online survey was created allowing organisations and individuals an opportunity to have their say on the draft strategy and comment on proposals within the action plan.</li> </ul>
Publicity Carried Out	<ul style="list-style-type: none"> <li>• Press releases and advertisements published in all local press and social media (EDC Facebook and Twitter pages)</li> <li>• Local Development Plan newsletter sent to over 1000 registered recipients.</li> <li>• Notification sent direct to the Council's key transportation partners.</li> </ul>
Number of Respondents	Attendees included organisations such as residents associations and community councils, Scottish Natural Heritage, East Dunbartonshire Community Health

	Partnership (NHS), Police Scotland, Scottish Enterprise, Central Scotland Green Network Trust, major employers, Sustrans and Paths for All.
	Over 150 responses separately to online survey.
Key Findings Relating to Transport	<ul style="list-style-type: none"> <li>• Main reasons given for not cycling are; insufficient road space for cyclists and excess traffic (road safety)</li> <li>• Main reasons given for not walking are; excess traffic (road safety) and 'poor footpath and footway surfaces'</li> <li>• Reasons respondents said would encourage them to walk or cycle were; 'traffic free routes' and 'less /slower traffic'</li> <li>• People felt the ATS should focus most on 'Improved active travel connectivity between residential areas, public transport infrastructure, town centres and green network assets', the next most popular answers were; 'modal shift', 'improved health' and 'creating better quality places.'</li> <li>• Respondents felt the best way to increase Active Travel journeys was to focus on active travel to schools, 2<sup>nd</sup> was to focus on journeys to work</li> <li>• 'Better footpaths in towns/villages' was given as best way to increase walking journeys</li> <li>• 'Dedicated cycle lanes (on road)', commuter cycle routes into urban areas, segregated cycle lanes and 'off road paths' were the equally preferred ways given to increase cycling.</li> <li>• In an open question asking what is perceived to be the main barriers against walking and cycling, safety was the most common theme</li> <li>• When asked where cycling facilities should be installed, 'schools' and 'train stations' were the preferred facilities.</li> </ul>
Further Information	<a href="http://www.eastdunbarton.gov.uk/activetravelstrategy">http://www.eastdunbarton.gov.uk/activetravelstrategy</a>

<b>Strategy / Project Consulted on</b>	<b>Active Travel Strategy - 2015-2020 – Draft Strategy</b>
When did this take place?	Autumn 2015
Consultation Process	<p>The consultation period ran for six weeks from 26 August 2015 to 7 October 2015.</p> <p>A survey was principally available on the Council's website but paper copies were also available in libraries and at drop-in events.</p> <p>Two Drop In sessions were held to provide opportunities for stakeholders to be involved and speak directly with officers. The Drop In sessions took place on 21 September at the Allander Leisure Centre from 3pm to 8pm and at Bishopbriggs Memorial Hall on 23 September also from 3pm to 8pm.</p> <p>A report was presented to the Equalities Engagement Group for East Dunbartonshire on 9 September 2015 along with the draft Active Travel Strategy. This report explained the strategy and its objectives along with requests for any feedback or comments using the survey.</p> <p>Emails were received from some stakeholders and meetings were also held with key stakeholders as required</p>
Publicity Carried Out	<ul style="list-style-type: none"> <li>• Local Press (Bearsden &amp; Milngavie Herald, Bishopbriggs Herald, Kirkintilloch Herald)</li> <li>• Council website and social media</li> <li>• Email notification to recognised stakeholder groups and organisations (including those who previously commented on the Bearsway and agreed</li> </ul>

	<p>to be contacted in future); e.g. community councils, local residents associations, SPT, neighbouring local authorities, GoBike, Paths for All and Sustrans</p> <ul style="list-style-type: none"> <li>• The Local Development Plan newsletter was sent to over 1,000 subscribers.</li> </ul>
Number of Respondents	152
Key Findings Relating to Transport	<ul style="list-style-type: none"> <li>• There was a mixed response to the Bears Way cycleway, with some supportive comments on safe provision for families to criticism of the design and comments that traffic is slowed due to stopping buses.</li> <li>• Support for 20 Mph speed restrictions</li> <li>• Support for measures around schools</li> <li>• Support for the need to cater for the aging population and the disabled</li> <li>• Support for improving active journeys to rail and bus facilities</li> <li>• Consultation for future phases of significant works/changes to existing uses is essential</li> </ul>
Further Information	<a href="http://www.eastdunbarton.gov.uk/activetravelstrategy">http://www.eastdunbarton.gov.uk/activetravelstrategy</a>

<b>Strategy / Project Consulted on</b>	<b>Culture, Leisure and Sport Strategy for East Dunbartonshire – Pre-Draft Consultation</b>
When did it take place?	Autumn 2015
Consultation Process	Survey Public Workshop
Publicity Carried Out	Council's website and publicised via press and other avenues
Number of Respondents	702 responses
Key Findings Relating to Transport	<ul style="list-style-type: none"> <li>• Access to all activities via public transport. Also desire for safe cycle and walking routes.</li> <li>• Improve the quality of facilities. Many responses sought upgrading the Allander sports Centre and pitches in Milngavie, as well as walking and cycling routes.</li> </ul> <p>Roads and cycle paths were the fourth highest facilities in usage according to the survey, the Forth and Clyde Canal was fifth, presumable for walking and cycling.</p> <p>Make it easier to get to, by walking, cycling or public transport was a popular option with most respondents agreeing that it is a good way for providers to maximize their existing assets.</p> <p>Just over one quarter of respondents said their behaviour would not change, however of those who said they may travel more sustainably; the most common reason would be if better information on:</p> <ul style="list-style-type: none"> <li>• Better walking routes and groups –with heritage trails with information boards.</li> <li>• More quality cycle paths and traffic free routes. Create a mountain bike park</li> </ul> <p>Further responses tended to expand upon the above by adding that very</p>

limited public transport is available across East Dunbartonshire and that cycling would be more popular if lanes were physically segregated from roads or more dedicated cycle paths were provided.

**Outdoor Assets-** Walkways Signage is Poor, Lack of Safe Walking/ Cycling Routes in Rural areas, Potential of Campsites/ Antonine Wall Not Fulfilled, Golf Courses not Used to Full Potential (Cost/ Perception issues)

How could we encourage people to access facilities and activities by more sustainable and active forms of transport?

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

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

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

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

Strategy / Project Consulted on	Economic Development Strategy
When did this take place?	February 2016
Consultation Process	<p>Survey</p> <ul style="list-style-type: none"> <li>• East Dunbartonshire Economic Partnership held a tourism workshop in Lennoxton in February 2016.</li> <li>• Discussions with town centre businesses.</li> </ul>
Publicity Carried Out	<p>Press releases and advertisements published in all local press:</p> <ul style="list-style-type: none"> <li>• Local Development Plan newsletter sent to over 1000 registered recipients.</li> <li>• Advertisement of the drop-in sessions on the Council website and via the Council's Facebook and Twitter sites. Additionally it was shared on partner social media.</li> <li>• Email notification of consultation sent to all EDC employees.</li> </ul>

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

	<p>The Economic Development Strategy consultation showed:</p> <ul style="list-style-type: none"> <li>• Concerns over parking levels and there is an appetite for increasing parking provision</li> <li>• More should be made of existing assets like the start of the West Highland Way</li> <li>• Enhanced infrastructure next to assets e.g. cycling facilities, showers, public toilets, signage will attract visitors to East Dunbartonshire</li> </ul>
Further Information	<a href="https://www.eastdunbarton.gov.uk/emerging-economic-development-strategy-2017">https://www.eastdunbarton.gov.uk/emerging-economic-development-strategy-2017</a>

<b>Strategy / Project Consulted on</b>	<b>Lennoxtown Place Plan</b>
When did this take place?	March 2016
Consultation Process	A charrette held by a team of external consultants. The projects in the draft plan are based on the projects suggested in the charrette report.
Publicity Carried Out	<ul style="list-style-type: none"> <li>• A webpage and press release publicising the event</li> <li>• On-going social media programme</li> <li>• Leaflets and posters</li> <li>• Community Asset Mapping workshop</li> <li>• The consultants, DPT, carried out preparatory studies in Lennoxtown and the Council Town Centre Officer spoke to town centre businesses.</li> </ul>
Number of Respondents	Around 100 in the pre charrette process, and 200 during the charrette including 70 school children
Key Findings Relating to Transport	<ul style="list-style-type: none"> <li>• Cars speeding on Main Street make it unsafe and difficult to cross the road</li> <li>• Public transport is infrequent, is not provided early or late enough in the day, and there is a need for a route going to Bishopbriggs which is currently not provided</li> <li>• Parking is uncoordinated. Car parks are available but are not being utilised.</li> <li>• There is no safe crossing point at the most popular place for crossing between the cooperative and the hardware shop on the Main Street.</li> <li>• Speeding is common at the east side of Main street during peak times, which is where a lot of school children cross.</li> <li>• There is a lack of active travel links and no attractive link from the popular walking route along the Strathkelvin Railway path to the town centre.</li> </ul>
Further Information	<a href="https://www.eastdunbarton.gov.uk/Lennoxtowncharrette">https://www.eastdunbarton.gov.uk/Lennoxtowncharrette</a>



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

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

Strategy / Project Consulted on	<b>Town Centre Strategies – Bearsden, Bishopbriggs and Milngavie</b>
When did this take place?	Winter 2016
Consultation Process	Initial consultation was focused on engaging with town centre users, local businesses and local community groups, but was also open to the wider public and anyone with an interest in their town centre. Our aim was to reach people of all ages, abilities and backgrounds, and to use as many consultation techniques as possible.
Publicity Carried Out	<ul style="list-style-type: none"> <li>• <b>Pop Up Stalls</b> - Members of the Land Planning Policy team were available at key locations within each town to publicise the strategies, generate ‘on-the spot’ opinions and answer any questions from members of the public.</li> <li>• <b>Local Press</b> - Details of the survey and workshops were publicised on a number of occasions in the Kirkintilloch Herald and the Bearsden &amp; Milngavie Herald.</li> <li>• <b>Social Media</b> - The Land Planning Policy team worked with the Council’s Corporate Communications team to publicise the various engagement activities via social media including Twitter and Facebook.</li> <li>• <b>Direct Emailing</b> - Key stakeholders were contacted directly with details of the strategies and related engagement activities.</li> <li>• <b>Visiting businesses directly</b> - Officers visited each town centre during the consultation period and spoke directly with representatives of local businesses. We also used this opportunity to publicise the workshops and survey.</li> <li>• <b>Newsletter</b> - Throughout the engagement period, the team provided details of the consultation activities via our regular ‘newsletter’. This newsletter is distributed via email and is sent to a wide range of stakeholders including local residents, key agencies, developers and consultancies.</li> <li>• <b>Employee News</b> - Recognising that many East Dunbartonshire Council employees either live within the area or have an interest in our town centres, the team arranged for details of the engagement activities to be publicised via the Council’s regular ‘Employee News’ email.</li> <li>• <b>Posters</b> - Officers visited each town and placed a number of promotional posters in key locations such as leisure centres, libraries and local supermarkets where possible. These posters contained details of the survey and workshops.</li> <li>• <b>Community Councils</b> - The Land Planning Policy team contacted each Community Council within East Dunbartonshire to explain the strategies and encourage as many interested parties as possible to attend the workshops.</li> </ul>
Number of Respondents	Online Survey – 687 Workshop Participants - 53
Key Findings Relating to Transport	<p><b><u>BEARSDEN</u></b></p> <p><b>Place Standard Scoring:</b> The scoring for public transport resulted in quite an even spread, with an</p>

average score of 3.59. Many responses remarked on benefits of the train service, although it was generally felt that bus services could be improved. There was also a perceived lack of public transport through Roman Road, and local connections were felt to be inadequate.

Scoring for traffic and parking was clearly negative, with an average score of 3.14. Most negative comments remarked on the impact of such a busy road on Bearsden town centre and congestion at peak times. There was positive feedback on the new parking arrangements, however it was suggested that more machines are needed and that there are a lack of time limited spaces. The layout and surfacing of Glebe Car Park in particular was a clear issue for many people.

**Strengths:** Good accessibility to other places and destinations, particularly Glasgow and Milngavie via a regular train service. The station is close enough to the town centre and that can be built upon.

**Weaknesses:** Lack of parking, air pollution and car culture

**Key Priorities:**

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

**Suggestions:**

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

**BISHOPBRIGGS**

**Place Standard Scoring:**

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

Traffic and parking was an obvious negative issue within Bishopbriggs, with an

average score of 2.96. The main concerns centred on a lack of parking, especially long stay, and over reliance on Morrison's. This has led to congestion on surrounding streets. Other key concerns related to the fast moving traffic through the centre, and subsequent air quality and noise issues, particularly at peak times e.g. school run. Other comments noted problems associated with pavement parking and speeding traffic.

**Strengths:**

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

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

**Weaknesses:**

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

**Key Priorities:**

- Management of through traffic (calming/physical layout)

**Suggestions:**

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

	<p><b><u>MILNGAVIE</u></b></p> <p><b>Place Standard Scoring:</b></p> <p>Scoring for public transport was broadly positive, with an average score of 4.12. Positive comments focused on the good availability of train and bus services, although it was suggested that additional services to Anniesland, Kirkintilloch and the Queen Elizabeth II Hospital are needed. Others suggested a Dial-a-Bus for elderly people every 15 minutes. Other comments suggested that a rail halt at Allander would be beneficial.</p> <p>Scoring for traffic and parking was broadly positive, with an average score of 4.16. There was general support for the new public car park arrangements, although concerns were raised about overspill onto surrounding residential streets. Negative comments were largely centred around the lack of long stay parking, which it was suggested has reduced train patronage and limits access to amenities such as the town hall.</p> <p><b>Strengths:</b></p> <p>New parking arrangements working well as you can now pop in for a short period. Good access to Glasgow via train. Good access by bus to Mugdock and surrounding areas</p> <p><b>Weaknesses:</b></p> <ul style="list-style-type: none"> <li>• Lack of cycling infrastructure</li> <li>• Woodburn Way severs town centre from station/Tesco</li> </ul> <p><b>Key Priorities:</b></p> <ul style="list-style-type: none"> <li>• Local bus to station from neighbourhoods</li> <li>• Cycling enforcement for safety of older and young people.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Improve traffic light sequencing across Woodburn Way</li> <li>• Park and ride facilities to encourage use of public transport</li> <li>• Regular shuttle bus around Milngavie to key destinations</li> <li>• Completion of Bears Way to centre</li> </ul>
Further Information	<p><a href="https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/town-centre-strategies">https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/town-centre-strategies</a></p> <p>Further consultation was carried out on Draft Town Centre Strategies for the 3 town centres in early 2018. The findings of these consultations will be included in Stage 2 of this consultation report.</p>

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

### **3. Consultation Stage 2 – Report of Findings from Consultation on the Transport Options Report**

This section will detail the outcomes of the consultation which will be held following approval of the TOR at committee. A completed report of consultation will therefore consider the previous consultations detailed in section 2 and the findings of the consultation carried out on the TOR. The combined trends and themes will then be brought used in the development of draft and final LTS.



## **4. Conclusion**

While it is difficult to summarise the key outcomes from the consultation events described in this report it is important to gather together key themes and identify issues and opportunities that have been raised at different events over a number of years. The benefit of analysing these different consultation events is that it provides views on transport from different audiences, from across the authority area. For example, the Town Centre Strategies consultations provided responses from Bishopbriggs, Milngavie and Bearsden while the place plan consultations provided responses from Lennoxtown, Auchinairn and Hillhead and Harestanes. Combining these local events with area wide events such as the LDP consultation allows an area wide picture to be put together.

In an effort to extract the key themes and provide evidence to be used in appraising options for the Transport Options Report the following figure breaks down the key themes of the responses in to strengths, opportunities, weaknesses and threats of the local transport network.

Direct transport links to Glasgow and Edinburgh

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

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

New parking arrangements working well in Milngavie

Good access to Mugdock from Milngavie

6 rail stations in key locations within town centres

## Strengths

## Opportunities

Support for rail stations at Allander, Westerhill and Woodilee.

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

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

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

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

Increase cycle storage at public facilities

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

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

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

Upgrade pavements and surfaces

Support for 20mph restrictions within authority area

Support for increased park and ride facilities

Bishopbriggs Relief Road delays

Insufficient road space for cyclists and excess traffic

Poor transport links across East Dunbartonshire

Public transport is infrequent with issues surrounding reliability and punctuality

Parking issues within town centres and capacity issues around rail stations

Parking is an issue in narrow residential streets in our Places

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

Fast moving traffic and poor air quality in Bishopbriggs

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

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

## Weaknesses

## Threats

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

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

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

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

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

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