

Transport Options Report 2018



Bearsden and Milngavie



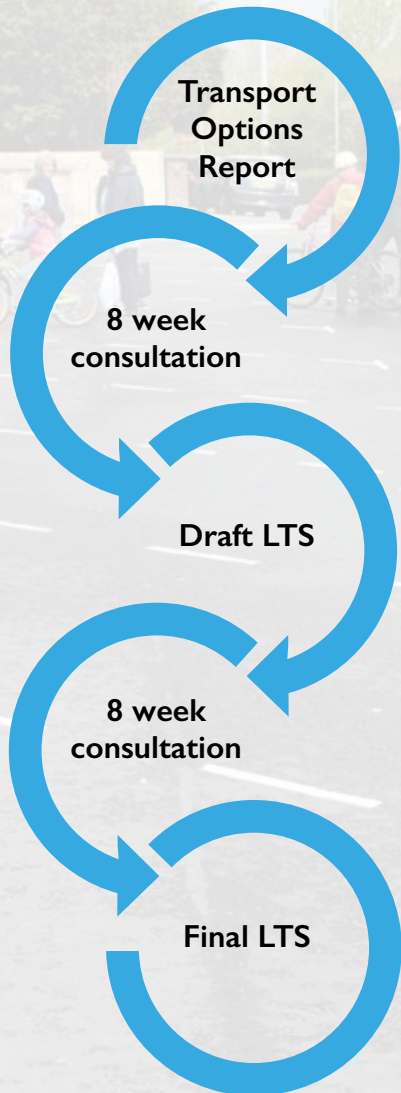
sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk

Local Transport Strategy

The Transport Options Report is the first step in refreshing East Dunbartonshire Council's Local Transport Strategy. The Transport Options Report has been developed on an evidence base including policy, transport data, route corridor studies and community consultation. The full process of refreshing the Local Transport Strategy is shown below:



Consultation

As the Local Transport Strategy diagram shows, a key part of this process is consultation. We want to encourage as many people as possible to engage with this strategy to ensure we capture the needs of the people of East Dunbartonshire, as well as developing effective partnership working with key transport organisations and providers.

This round of consultation on the Transport Options Report provides an opportunity for the community to help steer the future of transport in East Dunbartonshire.

There are several ways to contribute to this consultation and details are provided at the back of this booklet. Please let us know your thoughts on the contents of the Transport Options Report - including all of the options and any you believe are missing.

The Transport Options Report sets out preferred and alternative options that are applicable to the whole area and details options for individual community areas. This booklet features the options for Bearsden and Milngavie.

Transport Planning Objectives

Following an extensive review of evidence including transport policy, transport data and previous public consultations, the following Transport Planning Objectives were derived which deliver overall objectives for the Local Transport Strategy to deliver.

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

East Dunbartonshire Area Wide Transport Options

Active Travel

These actions are carried forward from the 2015-2020 Active Travel Strategy including infrastructure and behavioural change actions. The infrastructure actions include creation of an East Dunbartonshire circular walking and cycling route.

The behavioural change actions include actions designed to encourage greater levels of walking and cycling in East Dunbartonshire including for trips to school, work and leisure facilities.

ATS Action Point	Description
I.13	East Dunbartonshire Loop
I.14	Improve access by active travel to green network/open spaces.
I.15	Cycling in EDC parks
I.16	Secure cycle storage at Rail stations and town centres.
I.17	Planning policy and development management
I.18	Town centre strategies
I.19	20mph zones

ATS Action Point	Description
1.20	Signage improvements – Healthy Habits signage
1.22	Maintenance
2.1	Ensure all primary and secondary schools provide School Travel Plan or Active Travel co-ordinator
2.4	Educate the school community on Active Travel by incorporating into the school curriculum.
2.5	Encourage participation in national events such as Walk to School Week
2.6	Minimal car access to all new build schools
2.7	Provision of funded personnel to deliver school active travel plans and implementation of actions.
2.8	Provide major employers in East Dunbartonshire with relevant information to assist with developing Workplace Travel Plan or appointing an Active Travel Co-ordinator/Champion
2.9	Promote cycle friendly employer status for East Dunbartonshire employers
2.10	Assist employers to support/designate an Active Travel Ambassador or a Workplace Cycling Instructor
2.11	Promote adult and commuter cycle training to businesses
2.12	Promote dedicated workplace active challenges to local employers
2.13	Encourage/assist businesses to send employees on a cycle ride leader course
2.14	Create and promote dedicated active travel section on EDC website
2.15	Continue 'Healthy habits' programme and develop across East Dunbartonshire
2.16	Produce pocket size Active Travel Route guides
2.17	Develop an annual 'Programme of Active Travel events' calendar
2.19	Encourage schools, businesses and community groups to 'befriend'; sections of local Active Travel Routes

Public Transport

Preferred	Alternative
Continue to deliver bus stop and shelter improvements in partnership with SPT	<i>Continue to provide essential maintenance and cleaning on bus infrastructure</i>
Deployment of Real Time Passenger Information systems across East Dunbartonshire	<i>Deliver Real Time Passenger Information on the A81 and A803 corridors</i>
City Deal Bus Infrastructure Fund – <i>Work with SPT to improve the bus network through funding from City Deal</i>	<i>Allocate Council capital funding to improve bus infrastructure</i>
Support greater synchronisation of bus and rail timetables at rail stations	<i>No reasonable alternative</i>
Support development of Edinburgh Glasgow Improvement Programme	<i>No reasonable alternative</i>

Roads

Preferred	Alternative
Investigate having a Car Club – <i>A car club is a membership scheme that allows members access to pay-as-you-drive vehicles</i>	<i>Increase Council pool car provision/ Increase bus service provision in the evenings</i>
Review of procedures and conditions of taxi firm licensing	<i>Continue without reviewing</i>
Vehicle idling enforcement	<i>No reasonable alternative</i>
Vehicle emissions testing	<i>Reduce the effort of emissions testing</i>
Council fleet replacement programme – <i>Continue to replace Council fleet on a 3-5 year vehicle lease to ensure high efficiency standards</i>	<i>Replace Council fleet when vehicles fail standard tests</i>
Fuel efficient driver training – <i>Investigate offering training to Council employees to help them drive more efficiently</i>	<i>Continue only with current testing procedures</i>

Preferred	Alternative
Introduce ECO Stars Fleet recognition scheme – <i>the scheme aims to encourage organisations with fleets to operate more efficiently</i>	<i>Continue with current procedures</i>
Promote EDC participation in Liftshare scheme - <i>A lift sharing opportunity available for Council staff to share trips to and from work</i>	<i>Continue with current procedures</i>
Ongoing road maintenance	<i>No reasonable alternative</i>
Respond to road defects in a timeous manner	<i>Investigate a proportion of defects based on assessment of seriousness of defect</i>
Carry out a ‘pothole blitz’ programme	<i>Carry out pothole repairs when the road maintenance programme allows</i>
Provision of low level cycle signals at traffic signals and at carriageway crossings where appropriate	<i>Implement toucan crossings at all signalised junctions or crossings where width allows</i>
Provision of Advanced Stop Lines with lead in cycle lanes at signal controlled junctions where appropriate	<i>Continue with current procedures</i>
Continue to support trunk road improvements outside of East Dunbartonshire	<i>No reasonable alternative</i>
Promote road safety through schools	<i>Provide signage near schools warning drivers of children crossing</i>
Establish a pool bike scheme for Council employees	<i>No reasonable alternative</i>
Use electronic information signs to warn drivers of delays, accidents or closures	<i>No reasonable alternative</i>
Continue to roll out traffic control systems such as SCOOT to improve traffic management	<i>Implement traffic control systems such as MOVA across the authority area</i>
Road options to enforce/reduce speeds and enhance appeal of sustainable travel	<i>Introduce 20mph zones along the majority of A81 and A803 corridors</i>



Parking

Preferred	Alternative
Assess and improve availability of electric vehicle charging infrastructure	<i>Maintain current infrastructure</i>
Monitor and review parking charges brought in for selected Council car parks	<i>Have free parking across the authority area</i>

Bearsden and Milngavie

Transport Options

Active Travel

Actions carried forward from 2015-2020 Active Travel Strategy including:

- 1.1 - Enhancement of path and cycle network in Bearsden
- 1.2 - Enhancement of path and cycle network in Milngavie
- 1.5 - East-West connectivity improvements – Allander Walkway to Cadder Bridge
- 1.11 - Milngavie & Kirkintilloch – Active Travel Town
- 1.12 - A807 Torrance to Milngavie/Bearsden

Preferred	Alternative
Improved walking access to Mugdock Country Park	Maintain current paths in Milngavie



Public Transport

Preferred	Alternative
<p>A81 Quality Bus Corridor – measures can include Real Time Passenger Information, improvements to bus stops and shelters, and bus priority and bus detection measures at signals</p>	<p><i>Bus park and ride alongside the A81</i></p>
<p>Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor – assess options to determine a suitable solution, including decking at Milngavie, decking at Westerton and decking at Bearsden, and provision of spaces for Hillfoot at south Kilmardinny.</p> <p>Investigating the design and implementation requirements of the various options will allow detailed options to be considered and assessed in terms of their deliverability. In particular, consideration needs to be given to planning issues and local transport impacts surrounding parking options.</p>	<p><i>Extension of the Bears Way segregated cycleway (Phases 2 and 3)</i></p> <p><i>Phase 1 of Bears Way runs from Burnbrae Roundabout to Hillfoot. The options of extending to Kessington (Phase 2) and to Milngavie town centre (Phase 3) were included in an A81 route corridor study completed by external transport consultants in March 2018. The route corridor study generated Benefit Cost Ratios (BCR) for all of the options. A BCR assesses the level of benefits a scheme will generate against the costs of implementing the scheme. If the benefits outweigh the costs a positive BCR is generated. The Bears Way option generated a positive BCR. The result was a 'medium value for money' result as defined by the Department for Transport.</i></p> <p><i>However, in September 2016, at a meeting of East Dunbartonshire Council, it was decided not to progress with any of the options for Phase 2 of the Bears Way and, as such, the extension has been included in this options report as an alternative option.</i></p>

Public Transport (Continued)

Options not taken forward as preferred or alternative

Option	Why they have not been taken forward as preferred or alternative
<p>Bearsden and Milngavie loop bus</p> <p>- this option consists of a dedicated shuttle loop bus, providing access from residential areas to rail stations on the A81 corridor. The benefits of this option would include the delivery of an integrated public transport service that would allow people to travel by bus to rail stations from areas outwith a reasonable walking distance. It would also be beneficial for mobility- impaired users and could encourage people to use an alternative mode of travel rather than parking at the stations or driving directly to Glasgow.</p>	<p>There are issues surrounding the delivery of this option, including financial and legislative issues. East Dunbartonshire Council commissioned independent consultants WSP to investigate the feasibility of a dedicated loop bus. The study determined that the option generated a result described as 'poor/ low value for money'. Given the result of the feasibility study and the legislative delivery issues, the option of a loop bus has not been included in this options report as preferred or alternative.</p>
<p>Allander Rail Station - the proposal to deliver a new rail station located behind the current Allander Leisure Centre has been a long-term aspiration for East Dunbartonshire Council. The proposal has been included in a number of route corridor studies produced for the A81 corridor.</p>	<p>The framework for rail delivery is changing for the next rail control period (Control Period 6 – 2019-2024) and the requirements for achieving Government support, funding or approval are now much tighter. This is due to fact that rail now needs to compete more directly with other public services for funding, including other transport priorities, health and education. Options for developing a rail station performed poorly in a 2018 A81 route corridor study which indicated the costs would outweigh the benefits of implementing the scheme. It is clear that at this time the Scottish Government would not support a project with this level of Benefit Cost Ratio. Therefore, the proposal to deliver a rail station at Allander is not included in the TOR as a preferred or alternative option.</p>

Roads

Preferred	Alternative
Junction improvements on the A81 – options include a gyratory at A81 /Roman Road/Roman Drive junction and ASDA Bearsden/West Chapelton Avenue junction remodelling	No reasonable alternative
Bearsden cross junction improvements – upgrade the traffic light system to manage traffic flows better	No reasonable alternative
Canniesburn Toll – examine options for an adaptive signal control on the arms of the junction and assess possible footway/pedestrian improvements	Re-design roundabout at Canniesburn Toll
Continue to monitor air quality in Bearsden town centre in line with obligations for an Air Quality Management Area (AQMA)	No reasonable alternative
Continue to deliver road safety measures in relation to the A809	No reasonable alternative

Town Improvements

Preferred	Alternative
Deliver the actions in the emerging Bearsden and Milngavie Town Centre Strategies	No reasonable alternative

Have your say on the **Transport Options Report**

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

What would you change?

Online survey available from 3 December!

Available at:

www.eastdunbarton.gov.uk/transport-options-report

Consultation period

3 December 2018 – 11 February 2019

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

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

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

Visit our website at www.eastdunbarton.gov.uk/transport-options-report from 3 December onwards for further information and to access the online survey. Alternatively, copies of the documents are available at Council offices, community hubs and libraries, and comments can be posted to:

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

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