

East Dunbartonshire Council

Draft Active Travel Strategy 2015-2020

Report of Engagement



sustainable thriving

East Dunbartonshire Council

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1. Introduction

This document supports the draft Active Travel Strategy for East Dunbartonshire by detailing the engagement activity that has taken place and presents the detailed results of the online survey carried out by East Dunbartonshire Council as a key part of the consultation on the draft Active Travel Strategy.

1.1 Pre-Draft Strategy Engagement

East Dunbartonshire Council in partnership with Capita; held various engagement activities during the course of developing the draft strategy. On Tuesday 9th June 2015, East Dunbartonshire Council and Capita hosted a half day External Stakeholder Workshop in the War Memorial Hall, Bishopbriggs. 2 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. The workshop was focussed on:

- Gaps and issues in the Physical Network;
- Barriers to Walking and Cycling;
- Actions, Opportunities and Campaigns to address the issues.

This workshop allowed stakeholders to have their say on the current network and contribute views on the above issues. 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. A full report of the External Stakeholder Workshop is available online in Appendix D (page 163) of the Capita Evidence report including a full list of all attendees at:

<http://www.eastdunbarton.gov.uk/activetravelstrategy>¹

A stakeholder online survey was carried out to supplement the workshops, to provide an opportunity for the public to have their say on informing the development of the draft strategy. The questions sought to identify why people in the area are using active travel or not and received over 150 responses. A full report of this initial stakeholder survey including detailed breakdown of the questions asked and responses received, is provided in Appendix E (page 165) of Capita's Evidence Report. This is available on the webpage provided above.

Lastly, an Action Plan Options - Stakeholder Workshop was held in Milngavie Town Hall on Thursday 9th July 2015 with both internal EDC and external stakeholders participating. The aim of the workshop was to sift through the options presented within the Options Action Plan by conducting a multi-criteria analysis. In particular the workshop focussed on three key areas:

- Removing the Physical Barriers;

¹ This link will be activated following the approval of the strategy by the Development and Regeneration Committee.

- Addressing the gaps and Identification of ‘Quick wins’; and
- Tackling the barriers to walking and cycling and facilitating behavioural change.

This workshop allowed stakeholders to comment on list of proposed actions and was useful in gaining valuable informed opinion which helped shape the draft strategy’s action plan. full report of the workshop along with a list of participants is available o page 43 of Capita’s Evidence Report with Appendix F detailing the full list of attendees. Again, this report is available o the webpage provided in the previous page.

1.2 Draft Active Travel Strategy Engagement

Online Survey and Drop-In events

On 25 August 201 the council’s Development and Regeneration committee approved the draft Active Travel Strategy for publication and a consultation period of six weeks from 26 August 201 to October 2015. This section outlines the process of engagement once the draft strategy was published.

survey was created allowing organisations and individuals an opportunity to have their say o the draft strategy and comment o proposals within the action plan. This was principally available on the Council’s website but paper copies were also available in libraries and at drop-in events.

The survey provided an opportunity for individuals, businesses and other stakeholder groups to have their say on the Council’s draft strategy. The survey contained some basic qualitative questions designed to help the council understand more about the characteristics of who responded and questions o whether the strategy was easy to follow and if respondents were satisfied with the Action Plan. The final question of the survey was open ended and allowed participants to comment freely on any section or aspect of the strategy.

In order to aid stakeholders in completing this survey, copies of the Draft Active Travel Strategy and Capita Background Report were available in libraries. 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.

The Draft Strategy, survey and drop in sessions were publicised through the following means:

- Local Press (Bearsden & Milngavie Herald, Bishopbriggs Herald, Kirkintilloch Herald)
- Council website and social media
- Email notification to recognised stakeholder groups and organisations (including those who previously commented o the Bearsway and agreed to be contacted in future); e.g. community councils, local residents associations, SPT, neighbouring local authorities, GoBike, Paths for All and Sustrans
- The Local Development Plan newsletter was sent to over 1,000 subscribers.

Further Engagement

report was presented to the Equalities Engagement Group for East Dunbartonshire on 9 September 201 along with the draft Active Travel Strategy explaining what the strategy is and its objectives along with requests for any feedback or comments using the survey.

In addition to the Survey, emails were received from some stakeholders and meetings were also held with key stakeholders as required. The feedback received is set out in section 3.

2. On-line Survey Results - Draft Active Travel Strategy 2015 - 2020

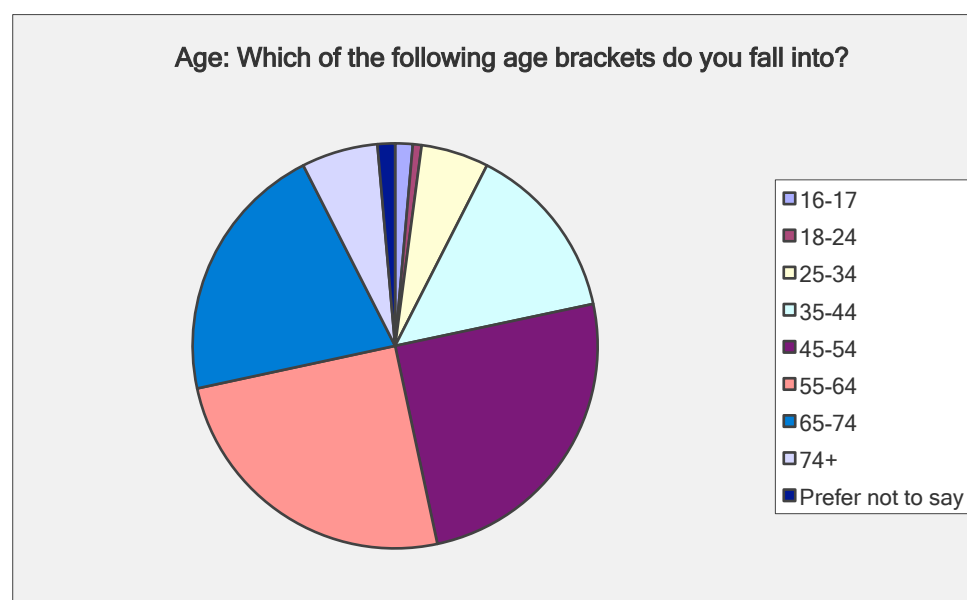
2.1 Results

total of 150 responses were received within the survey period. The results from this survey can be found below split by each question. Respondents were not obliged to answer all questions and some questions were skipped, meaning that despite 150 individuals taking part, some questions received significantly fewer answers than 150.

Question 1 asked respondents to give their name and question 2 asked if respondents would like to receive regular e-newsletter with updates on the Active Travel Strategy and other Land Planning Policy projects.

Question 3 - Age: Which of the following age brackets do you fall into?

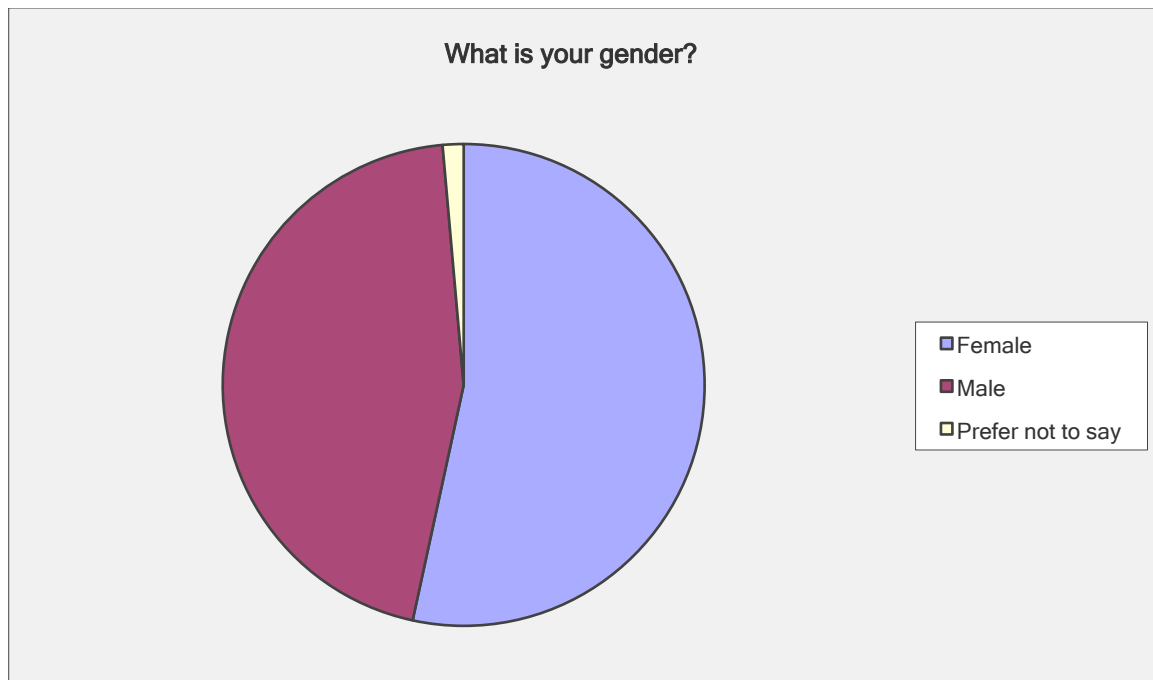
Age: Which of the following age brackets do you fall into?		
Answer Options	Response Percent	Response Count
16-17	1.4%	2
18-24	0.7%	1
25-34	5.4%	8
35-44	14.2%	21
45-54	25.0%	37
55-64	25.0%	37
65-74	20.9%	31
74+	6.1%	9
Prefer not to say	1.4%	2
answered question		148
skipped question		8



There was a reasonably wide spread across age cohorts responding with cohorts aged 45-54, 55-64 and 65-74 forming over 70% of the overall respondents.

Question 4 - What is your gender?

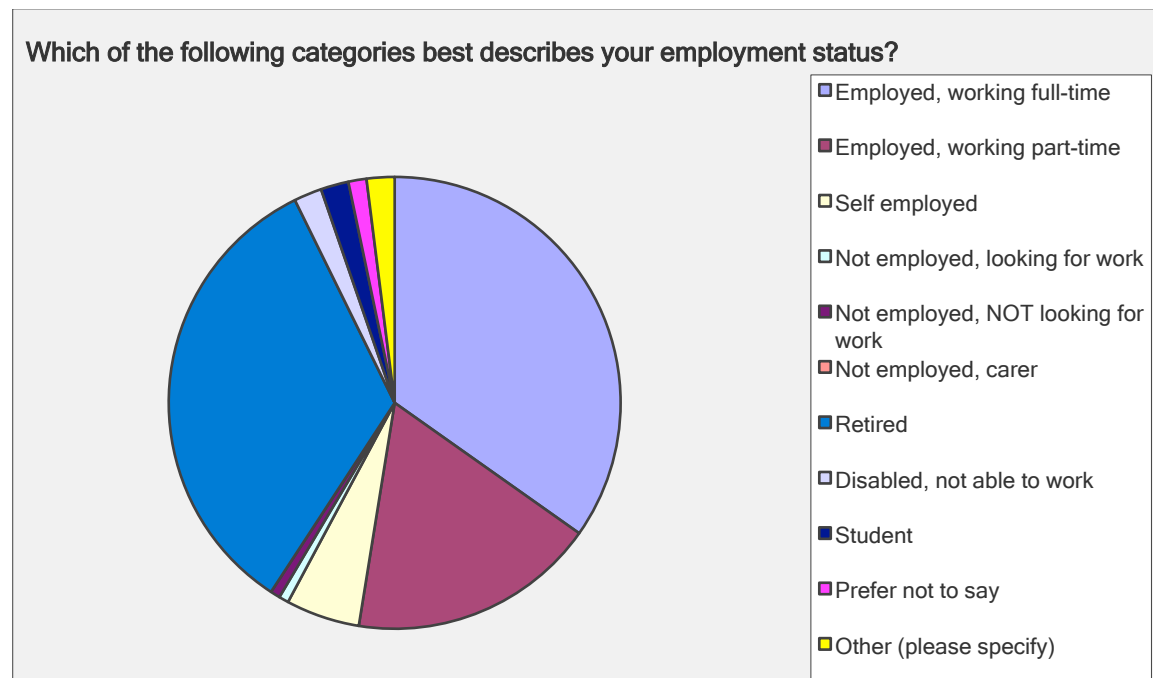
What is your gender?		
Answer Options	Response Percent	Response Count
Female	53.4%	78
Male	45.2%	66
Prefer not to say	1.4%	2
<i>answered question</i>		146
<i>skipped question</i>		10



Slightly more females than males responded to the survey.

Question 5 - Which of the following categories best describes your employment status?

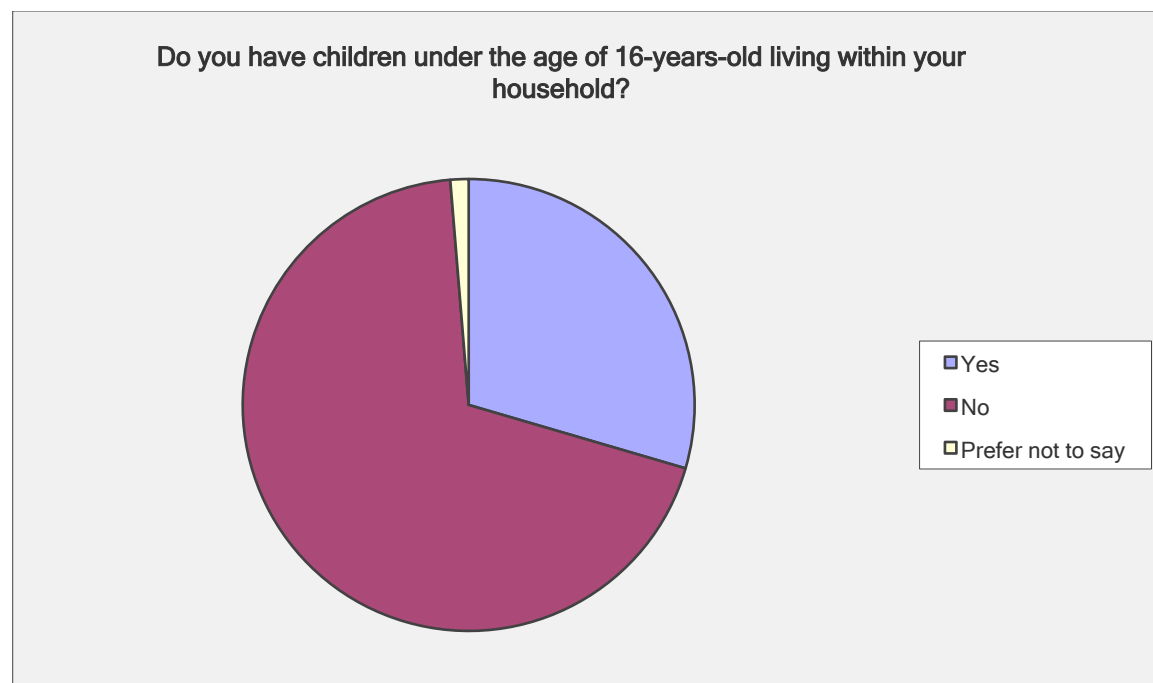
Which of the following categories best describes your employment status?		
Answer Options	Response Percent	Response Count
Employed, working full-time	34.9%	53
Employed, working part-time	17.8%	27
Self employed	5.3%	8
Not employed, looking for work	0.7%	1
Not employed, NOT looking for work	0.7%	1
Not employed, carer	0.0%	0
Retired	33.6%	51
Disabled, not able to work	2.0%	3
Student	2.0%	3
Prefer not to say	1.3%	2
Other (please specify)	2.0%	3
answered question		152
skipped question		4



Over 80% of respondents were either employed and working full or part time or retired.

Question 6 - Do you have children under the age of 16-years-old living within your household?

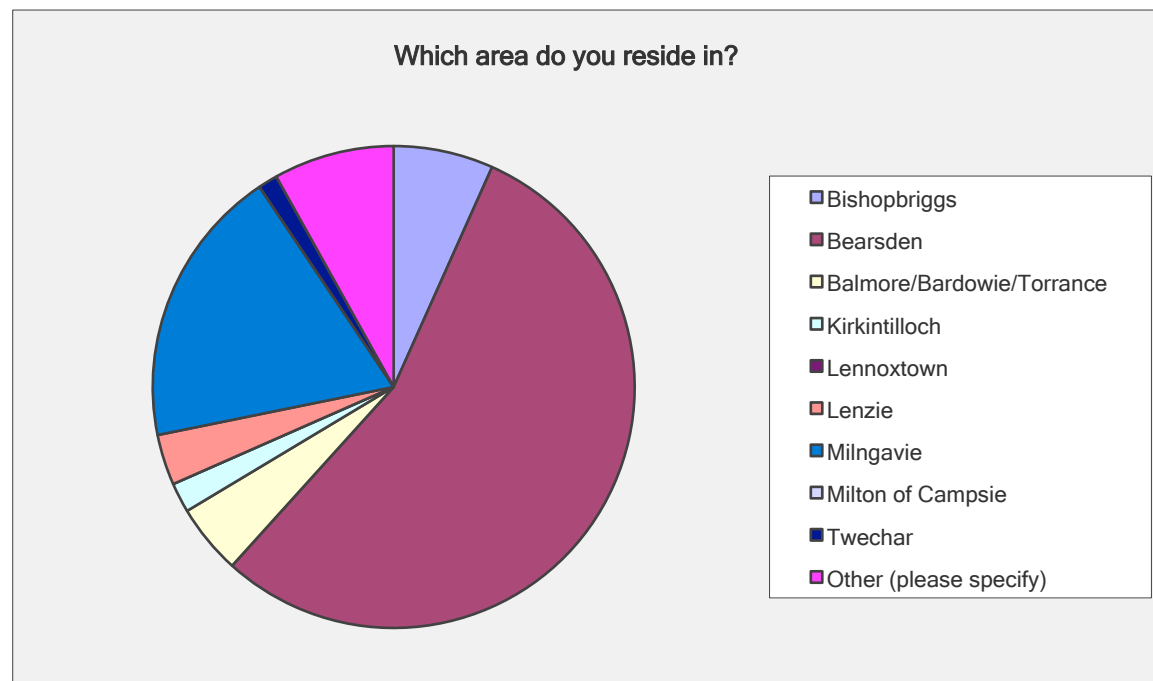
Do you have children under the age of 16-years-old living within your household?		
Answer Options	Response Percent	Response Count
Yes	29.5%	44
No	69.1%	103
Prefer not to say	1.3%	2
answered question		149
skipped question		7



Over two thirds of respondents did not have children under 16 living in the household and less than 30% did have children under 16 in the household.

Question 7 - Which area do you reside in?

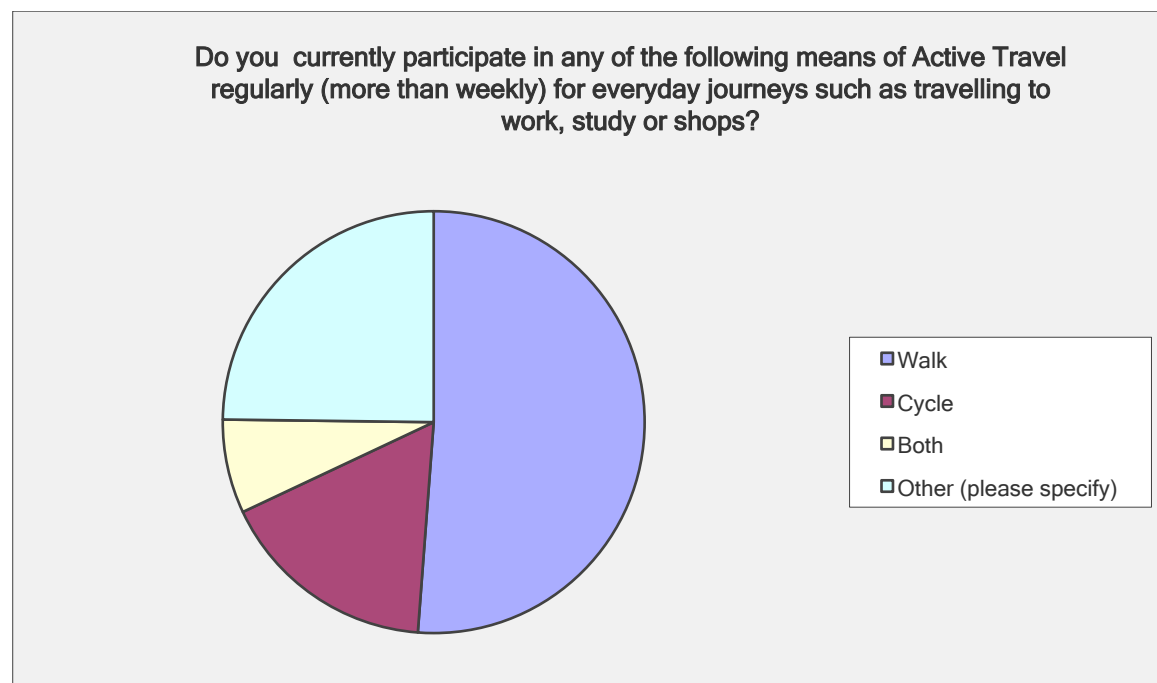
Which area do you reside in?		
Answer Options	Response Percent	Response Count
Bishopbriggs	6.7%	10
Bearsden	55.0%	82
Balmore/Bardowie/Torrance	4.7%	7
Kirkintilloch	2.0%	3
Lennoxtown	0.0%	0
Lenzie	3.4%	5
Milngavie	18.8%	28
Milton of Campsie	0.0%	0
Twechar	1.3%	2
Other (please specify)	8.1%	12
answered question		149
skipped question		7



Over 50% of respondents were from Bearsden with over 18% from Milngavie. There was a low response from other settlements with 8% responding from outwith East Dunbartonshire.

Question 8 - Do you currently participate in any of the following means of Active Travel regularly (more than weekly) for everyday journeys such as travelling to work, study or shops?

Do you currently participate in any of the following means of Active Travel regularly (more than weekly) for everyday journeys such as travelling to work, study or shops?		
Answer Options	Response Percent	Response Count
Walk	51.2%	64
Cycle	16.8%	21
Both	7.2%	9
Other (please specify)	24.8%	31
<i>answered question</i>		125
<i>skipped question</i>		31



Over half the respondents regularly walk, 16.8 % cycle with a quarter stating 'other', which often was explained as multi modal journey (using more than one mode of transport e.g walking and a train journey).

Question 9 - How easy to follow and understand is the draft Active Travel Strategy?

How easy to follow and understand is the draft Active Travel Strategy?							
Answer Options	Not easy to follow and understand	Not very easy to follow and understand	Easy to follow and understand	Very easy to follow and understand	Entirely easy to follow and understand	Rating Average	Response Count
	11	35	46	5	1	2.49	98
answered question							98
skipped question							58

5 respondents out of 9 (53%) thought the strategy was at least easy to follow and understand. 47% respondents felt the strategy was either not very easy or not easy to follow or understand. Respondents were able to leave open comments in Question 11 to provide further detail on their responses.

Question 10 - How satisfied are you with the proposed measures set out to improve Active Travel in this strategy?

How satisfied are you with the proposed measures set out to improve Active Travel in this strategy?							
Answer Options	Completely unsatisfied	Unsatisfied	Neutral	Mostly satisfied	Entirely satisfied	Rating Average	Response Count
	19	28	30	19	0	2.51	96
answered question							96
skipped question							60

4 out of 9 respondents were either satisfied or neutral to the proposed measures set out in the strategy; this represented over 51% of respondents. 47 out of 96 were either dissatisfied or completely dissatisfied with measures in the draft strategy which represented just less than 49% of respondents. Respondents were able to leave open comments in Question 11 to provide further detail on their responses.

2.2 Question 11 Survey Comments and Council Responses

Question 11 - If you have any comments on the Active Travel Strategy then please detail these below. You can make multiple comments to refer to different parts of the Strategy.

If you have any comments on the Active Travel Strategy then please detail these below. You can make multiple comments to refer to different parts of the Strategy.		
Answer Options	Response Percent	Response Count
Insert your first comment here.	100.0%	85
Insert your second comment here.	82.4%	70
Insert your third comment here.	65.9%	56
Insert your fourth comment here.	50.6%	43
Insert your fifth comment here.	36.5%	31
<i>answered question</i>		85
<i>skipped question</i>		71



8 respondents entered at least one comment to this question with 7 entering at least 2 comments. There were some common themes and some specific suggestions not previously considered. A summary of the open comments provided by respondents is provided below with the Council's (EDC) response.

- **Bears Way, A81 Milngavie Rd**

There were numerous responses on the recent A81 Bears Way Cycleway works. These ranged from positive comments on provision for families being a good idea from a safety point of view to criticism of the design. Some respondents questioned whether the scheme represents good value for money. Some respondents suggested that having cyclists cross the carriageway was

inconvenient and likely to deter cyclists from using the path and some complained about the width of the carriageway as result of the works.

EDC Response – The Bears Way Cycle Scheme (phase 1) is funded by SPT, Sustrans and Transport Scotland and was designed by TP&E, social enterprise company which is subsidiary of Cycling Scotland. The project aims to provide an additional sustainable transport option along the A81 corridor by allowing those who would not previously have cycled on this route to do so safely, through provision of physical barriers providing separation from motor vehicles. Following construction of the Bears Way Phase 1, the A81 carriageway complies with all road standards and requirements. While the Council accepts that changes can take time to ‘bed in’ it is hoped that this will contribute to a long term behavioural change towards more sustainable transport use. The cycle scheme is also consistent with findings of the SPT funded Route Corridor Study on the A81²² which found a that a range of sustainable transport measures are required in order to reduce congestion on this transport corridor. The ambition is that the Bears Way will eventually provide a safe cycle route from Milngavie to the border with Glasgow, allowing safe and traffic free route to Glasgow city centre which allows residents to either cycle the full distance or connect to public transport services at Hillfoot Rail station or the Kessington Hub for access to bus stops.

Phase has already been constructed. Phase design is still under consideration with consultation phase to take place over the month of November 201 with drop in session being held in Kessington Hall on 1 November from 3pm to 8pm. East Dunbartonshire Council advises that this is a committed and funded project but aims to find the optimum solution for the design of phase 2 taking into consideration the views of residents, businesses and any relevant stakeholders.

- **20 Mph speed restrictions**

Some respondents suggested that imposing a 20 Mph speed restriction is favourable or complementary to providing segregated cycle lanes. Various supportive comments of principles of 20 Mph zones were received.

EDC Response – Investigation of viability of introducing 20 Mph speed restrictions in certain locations – potentially residential areas or in the vicinity of schools, is included within the strategy. East Dunbartonshire Council is working with Police Scotland to establish an approach that will ensure safety of all, whether they are travelling by foot, bicycle or car. Section contains more information.

- **Shared Use Paths/Footways**

There were several comments received suggesting that shared use footways/cycleways off the carriageway should be implemented where appropriate and safe to do so.

EDC response – Shared use paths will be investigated for some actions within the strategy although at this stage no specific design or feasibility work has been carried out. Any proposed infrastructure such as shared use paths will be subject to feasibility study and public consultation. Shared use paths

²² <http://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport/a81-milngavie-%E2%80%93-bearsden-corridor-study-2015>

offer multiple benefits in that they provide safe, off road routes for walkers and cyclists while not reducing carriageway width for motorists. However not all existing footways are wide enough to provide these. Each location considered will be assessed on a case by case basis to ensure the most appropriate infrastructure is implemented.

- **There are no measures for wheelchair users**

Some respondents stated that the strategy doesn't take wheelchair users into consideration enough.

EDC Response - It is considered that all of the projects which facilitate walking will also be suitable for wheelchair users. Any works that include resurfacing or review of walking infrastructure will consider suitability for wheelchair users wherever possible and will consider specific requests for infrastructure to assist with any mobility difficulties. For any new infrastructure, the Council will endeavour to ensure compliance with the Disability Discrimination Act wherever possible. Proposals that aim to reduce traffic in the area will reduce noise and air pollution, improving the general environment for all. While some people will find longer distances difficult, there are numerous proposals that aim to improve conditions for short journeys and reduce the need for people to use motor vehicles. It is considered that many people including wheelchair users, will benefit greatly from improved walking and cycling provision, through creation of a more pleasant environment with reduced traffic, which in many cases may actually increase the feeling of freedom already enjoyed.

The Active Travel Strategy has carried out an Equalities Impact Assessment which assesses whether the strategy eliminates unlawful discrimination and identifies areas of the strategy which advances equality of opportunity between people who share a protected characteristic and those who do not. The assessment judged that the Active Travel Strategy has positive impacts on various protected characteristics and no negative impacts.

- **There are no measures proposed for Switchback Rd/Westerton**

Some respondents expressed concern that there are no plans outlined to improve active travel provision on Switchback Rd or the Westerton/Colquhoun Park areas.

EDC Response - The A81 Bears Way project is a current major committed project and will provide a traffic free route from Milngavie and Bearsden into Glasgow. Several proposals within Actions 1.1 and 1.2 are aimed at improving links to the Bears Way from other areas of Bearsden and Milngavie. While it is correct that there is no current plan of works for Switchback Rd, it may be possible to consider this route at some point in the future. East Dunbartonshire Council is currently in discussion with Scotrail, with the aim of improving active travel provision at all of the train stations in the authority area, including Westerton, this is included in the Active Travel Strategy - Action 1.16. This would provide station users with the option of safely parking bicycles at the station or clearly signed directions to the Forth and Clyde Canal for a completely free traffic route into Glasgow city centre.

- **There is nothing in the strategy that will benefit older people**

Some comments suggested that the strategy provides few proposals that will benefit older people.

EDC Response – There are numerous proposals in the strategy that aim to make walking and cycling safer for all. Proposals that aim to reduce traffic in the area will reduce noise and air pollution,

improving the general environment for walking or cycling. While of course some older people may find walking or cycling longer distances difficult but there are numerous proposals that aim to improve conditions for short journeys and reduce the need for people to use motor vehicles. It is considered that many older people would benefit greatly from improved walking and cycling provision, through creation of a more pleasant environment with reduced traffic, which in many cases may actually increase the feeling of freedom already enjoyed. Many of the proposals aim to make short journeys to town centres or public transport infrastructure easier and more attractive. Indeed, some respondents in the previous survey suggested they did not walk or cycle for some short journeys due to excess motor traffic causing negative effects such as noise and air pollution and perception of poor safety due to speeding motor vehicles. Further to the work being carried out through the Active Travel Strategy, it should be noted that the Council has an adopted Local Transport Strategy which includes measures to improve public transport and roads which will also be of benefit to older people.

- **Strategy takes no account of public transport service provision (Bus and rail services)**

EDC Response – This strategy is focussed on increasing walking and cycling for everyday journeys. East Dunbartonshire Council has one of the highest car ownership rates of any local authority in Scotland and experiences congestion on the A81. A major aim of the strategy is to provide alternative travel options to the private car in order to contribute to Scottish Government targets of 10% of everyday journeys by bike and 25% by walking by 2020. Many actions within the strategy are aimed at improving local walking and cycling networks allowing people to walk or cycle for short journeys to town centres, leisure facilities or public transport infrastructure. The Local Transport Strategy 2013-2017 outlines the approach to developing public transport in East Dunbartonshire to improve travel options and general connectivity for residents and visitors. This is due for refresh in 2018 and the next iteration of the LTS will integrate with proposals including within this Active Travel Strategy to ensure that walking and cycling measures are fully integrated with public transport services as much as is possible within the remit of East Dunbartonshire Council.

- **Strategy is too focussed on cycling**

Some respondents felt that there was too much focus on cycling at the expense of walking. Some felt that more should be done to encourage school children to walk to school. The need for Safe Routes to School was raised as an issue.

EDC Response - EDC will clarify where projects will contribute to either cycling or walking or both. Following the network review carried out by Capita, it is clear that an extensive walking network already exists in East Dunbartonshire but there is considerable scope for enhancement. In fact many responses identified an already strong level of provision for walking in the area. However, the cycling network is comparatively undeveloped and often requires retrofitting into an existing system which was generally constructed primarily to accommodate motor vehicles. EDC will ensure that projects that improve walking provision will be more clearly presented.

- **Schools**

Respondents stated that safe routes to school are wanted and comments that roads are too dangerous for children to cycle on were received. Other suggestions/comments included:

- Suggestion: create safe parking zones away from schools so parents can walk with children to the school zone; allowing parents who have to drive to school to do so whilst not permitting vehicles in the school zone.
- Request for primary schools to be directly connected to pathways.
- Some comments requesting parking near school should not be permitted.
- 300m parking exclusion at schools required.

EDC Response – East Dunbartonshire Council is currently carrying out its Primary School Improvement Plan. Wherever possible, new schools will incorporate sustainable transport options and options for walking and cycling. There are several measures proposed within the strategy such as school travel planning Action 2.1 Events Action 2.17, cycle training provision Action 2.2 that aim to provide training and behavioural change incentives to increase children walking or cycling to school. All measures will be assessed on a case by case basis so that bespoke solutions are explored for each school in East Dunbartonshire.

- **Other Comments**

The following other comments were received in response to question 11:

Comment	EDC Response
Close relevant local streets to reduce rat running.	EDC will respond to specific requests on a case by case basis.
Painted cycle lanes and advisory cycle lanes (ACLs) without barriers are useless.	EDC would only consider provision of ACLs where an alternative is impossible due to physical constraints.
Improved access from Hillfoot and Kessington to Asda Bearsden required. Open access to north and east for pedestrians would reduce traffic at Asda and be more effective than traffic signal modifications.	Noted. Can consider in next Local Transport Strategy.
Need to work with Abellio to improve rail station provision.	Noted, this is addressed in the Local Transport Strategy and Active Travel Strategy Action 1.16.
Core paths are not well mapped or signposted	Noted, this is addressed by Active Travel Strategy Action 1.21.
Paths serving Baldernock are poor so school children not using them. Rural roads serving Baldernock require speed restrictions to protect active travel users from speeding motorists.	Noted, this is addressed in the Local Transport Strategy and Active Travel Strategy Action 1.21 and 1.19 .
Crossing requested at Manse Rd, also comment relating to children's walk to Bearsden Primary School and no Twenty's Plenty signs near school.	Noted, this is addressed in the Local Transport Strategy and Active Travel Strategy Action 1.22 and 1.1.

3. Key Agencies and Statutory Consultation Authorities Comments and Council Responses

In addition to the Survey, emails were received from some stakeholders and meetings were also held with key stakeholders as required. The feedback received and the Council's (EDC) response is set out below.

Organisations' comments/responses and EDC response

Paths For All (PFA)

- PFA generally is supportive of the draft ATS. PFA state that current levels of walking and cycling are well below the national average and it is considered that the strategy will go some way to address this.
- The organisation has however expressed some concern that the strategy is too focussed on cycling and too little impetus is given to walking provision.
- PFA requests that the strategy includes reference to the National Walking Strategy (NWS) within the policy context section.

EDC Response – EDC acknowledges PFA's view and will clarify where projects will contribute to either cycling or walking or both. There are many projects including maintenance and signage work which will maintain and enhance the existing walking network. It is generally accepted that in the UK walking networks are historically well developed through core paths and footways adjacent to carriageways and the Active Travel Strategy aims to develop these by means of improving the general environment, signage, surfaces, information provision and behaviour change initiatives that will allow more people to make more everyday journeys on foot.

The omission of reference to the NWS policy context section was an error in the draft Active Travel Strategy and this will be amended and clearly referenced in the final version.

Scottish Natural Heritage (SNH)

SNH raised the following points:

- SNH requested reassurance that for Actions 1.7, 1.10 and 1.13, mitigation measures will be carried out prior to actions being implemented and if mitigation measures identify unavoidable impacts the projects will be re-assessed.

EDC Response – Wording to reflect this has been added to these actions in Action Plan. The following text has been added to Actions 1.7, 1.10 and 1.13:

"The mitigation measures recommended through the SEA Environmental Report for this Action will be considered and carried out prior to its implementation."

- Little mention is made of cross boundary connections.

EDC Response – Some committed projects such as the Bears Way A81 project are aimed at providing traffic free routes into Glasgow. Upgrade of the Strathkelvin railway Path improves links with North Lanarkshire and access to the Forth and Clyde Canal enhances access from

Bishopbriggs and Kirkintilloch to Glasgow. Links to Stirling are provided in Action 1.13. East Dunbartonshire Council has consulted its neighbouring authorities and provided opportunity to feed into the strategy through its Transport Steering Group. There is also focus on providing enhanced links to public transport infrastructure within East Dunbartonshire to allow for multi-modal cross boundary journeys.

- Linkage to the emerging Green Network Strategy (GNS) is weak.

EDC Response – This is result of the phasing of the development of the two documents. During the development of the Active Travel Strategy (ATS), the Green Network Strategy was at an early stage, carrying out workshops and opportunities mapping. The GNS is therefore being developed with access as a central theme and is taking cognisance of actions within the ATS. The ATS has also been amended to make these links clearer in the delivery section.

- There is mention of long distance routes but little about improving connections to them.

EDC Response – Actions 1.4, 1.5, 1.6, 1.9, 1.13 and 1.18 all aim to directly improve local access to long distance routes or provide connections to existing routes. This includes the circular route using two main routes to connect communities and town centre strategies providing enhanced access to the Forth and Clyde Canal, Strathkelvin railway path, the West Highland Way and the Allander Way.

- It is disappointing to see reference to advisory cycle lanes. SNH would prefer to see off road routes being proposed which would also present Green Network opportunities.

EDC Response – Reference to advisory cycle lanes has been removed from the Action Plan. The Council endeavours to provide infrastructure that is consistent with Cycling by Design wherever possible and that is suitable for a range of users from unaccompanied 12 year olds to experienced commuters. The Council also aims to provide the most attractive routes off the carriageway wherever possible.

EDC Response –

- Add the word 'recreational' into the ambition.

EDC Response –

- EDC consider that the reference to "leisure" in aim one of the strategy sufficiently clarifies that leisure/recreation is a clear priority for the strategy to deliver benefits for.

SUSTRANS

- Please include high level cost estimates for the network (such as the routes between settlements and the active travel towns)

EDC Response – EDC regrets that this is not possible in the context of this strategy document. The projects proposed are based over a 5 year period and many proposals are conceptual at this stage with no design feasibility work carried out. It is EDC's view that publishing high level cost estimates

without detailed design feasibility are of little use as they may be inaccurate and cause unnecessary concern.

- Additional section required to explain the approach to developing AT infrastructure. Creating network and 2 active travel towns need some explanation – would fit better in strategy rather than brief description in action plan

EDC Response – Noted.

- Clarification of who the network is for – i.e. is infrastructure planned going to be suitable for all aged 8-80 also need to define Active Travel town designation further. Maps need clarification.

EDC Response - EDC will enhance the explanation of who the network is for and ensure that standards are clearly defined. Furthermore, EDC will provide localised maps which clearly show the detail of the plans.

- Action plan contains unnecessary detail in infrastructure section.

EDC Response – Noted. As any proposed infrastructure will be subject to design feasibility and public consultation, listing possible infrastructure at identified sites has little benefit. Therefore, some detail has been removed from the infrastructure section.

SPT

SP stated that it is supportive of the overall direction of the strategy and acknowledged it as progressive, ambitious and looks across a wide range of areas for action/delivery.

SP made the following points:

- Active travel should be more clearly defined.
- Review aims and clarify where benefits of Active Travel as touristic versus everyday journeys will be expressed.
- SP welcome integration between AT and public transport but there are sections where this could be strengthened.
- Design – reference should be made to ‘Cycling by Design’ where appropriate.
- Action Plan would benefit from glossary.
- Don’t always need to consider on carriageway routes – parallel routes should also be considered.
- Bears Way A81 works (i.e. Hillfoot – Kessington – GCC boundary) should be included as there is significant work remaining to deliver this project in full which should be monitored. Any recommendations here must be consistent with the A81 Corridors STAG report – cross checking required.
- Monitoring tables require clarification

EDC Response – EDC will incorporate as many of these suggestions as is possible. EDC will include the Bears Way project within the action to ensure that monitoring of this strategy includes the effects of the Bears Way project, however it will be made clear that this is committed project that was not developed through this strategy’s process.

Milngavie Community Council

- Concerns regarding the potential use of shared use pathways in the area and the prospect of permitting cycling within the pedestrianised areas of Milngavie.
- The footpath through Craigdhu wedge from Mosshead primary to the A81 at McDonalds is currently in very poor condition.
- MCC provided a list of detailed suggestions for various route improvements and projects. These include: Craigdhu Wedge, Allander Leisure Centre to Milngavie Town Centre, Crossing point at Balvie Rd/Clober Rd, Woodburn Way, A807, Old Mugdock Rd.
- Partners for the delivery of strategies in Milngavie should include the Business Improvement District (BID), and the community council – with particular reference to MMM the emerging CDT sub-committee of MCC (Making the most of Milngavie – MMM) and an emerging community development trust (CDT).
- Reduction of traffic speeds in the urban area is supported. Specific problem areas are considered to be Mugdock road (From roundabout at enterprise centre to top entrance of reservoirs). We would ask that the 20mph limit should extend to all roads within the urban area except A and B roads.
- Improved signage to Milngavie Reservoirs would increase leisure use, this would be complemented by 20 Mph speed restriction in vicinity of Drumclog Car park.
- Designation of Milngavie as an active travel town and provision of infrastructure to support this is to be welcomed. There are however concerns about the potential for decreased amenity for the elderly or infirm by permitting cycling within the existing precinct area. Also many young children. Consultation on this should include Town Centre Steering Group and Milngavie in Bloom.

MCC also supplied comments and suggestions on Behavioural Change measures.

- Extend cycling proficiency training to pre P6
- Design program of active travel events in partnership with local Community Councils to maximise the community participation. The developing Milngavie CDT has received a range of commitments from community members willing to dedicate time and effort to community activities. Aligning events in with these desires will maximise the impact that East Dunbartonshire can achieve and minimise costs.

EDC Response - These comments are extremely helpful and all the specific route suggestions will be considered when investigating design feasibility for options in Milngavie. Many of the proposals in the strategy are high level concepts with design to be determined in consultation with the public. Any changes to restrictions or guidelines such as proposed changes to town centres such as permitting cycling in Milngavie Town Centre would be investigated in consultation with residents, community groups and any other interested party.

Throughout all work on policy and projects East Dunbartonshire Council consults broadly with stakeholders and is keen to work with local organisations such as Community Councils, Business Improvement Districts and Community Development Trusts.

Milngavie Civic Trust

Milngavie Civic Trust strongly supports the draft Active Travel Strategy generally and has made points on the following:

- Woodburn Way – The Trust supports continuation of the A81 cycle way to Woodburn Way. The Trust also feels this area would benefit from footway on the north side and tree and flower planting to give the feel of an attractive boulevard.
- Share with Care in Milngavie Town Centre – It is suggested that without linear, clearly marked lanes, a ‘Share with Care’ approach in Milngavie Town Centre may not be feasible. It would conflict with other uses. It is suggested that the precinct is a flexible space and defined lanes may reduce flexibility and reduce its ability to function as a multi-use area.
- Vulnerable people - These include people of all ages with hearing, visual or mobility impairments. It is important that Milngavie's pedestrian precinct should remain a place where they may shop and socialise without fear. Milngavie has an exceptionally high proportion of elderly residents. If cycling were to be officially permitted, a large increase in numbers would be expected and the present relaxed atmosphere would be lost, perhaps to the detriment of some precinct users.
- Allander Way is not wide enough for overtaking and is unsuitable for cycling in the town centre area. It is also close to an under 5s children's play area.
- Milngavie Civic Trust should be consulted on any future plans on Milngavie Town Centre.

EDC response – EDC welcomes support of the strategy and the constructive comments received. Any changes to restrictions or guidelines such as proposed changes to town centres like permitting cycling in Milngavie Town Centre would be investigated in consultation with residents, community groups and any other interested parties. EDC notes that an Equalities Impact Assessment was carried out for this strategy and that any proposals will include further consultation with all equalities groups where required.

Police Scotland

EDC officers met with Police Scotland on 2 October 2011 to discuss the feasibility of introducing 20 Mph speed restrictions in some areas of East Dunbartonshire. Police Scotland confirmed that introducing 20 Mph zones is feasible and that no considerable difficulties are apparent. 30 Mph speed restrictions are already enforced regularly within the area. It was acknowledged that a Traffic Regulation Order would be required along with suitable publicity to make motorists aware of the changes.

EDC Response - As no problematic issues are foreseen it is the intention to include piloting of 20 Mph zones within the final Active Travel Strategy. No specific locations are identified at this time. East Dunbartonshire Council will work with stakeholders, including Police Scotland, to establish the most suitable locations for Piloting 20 Mph speed restrictions.

Stirling Council

Stirling Council supports the Active Travel Strategy. Action 1.13 - The East Dunbartonshire Loop, will cross into Stirling Council land and will require partnership working. Stirling Council supports development of Action 1.13 but has indicated that East Dunbartonshire Council should lead on project and funding development.

Glasgow City Council

Glasgow City Council supports the Active Travel Strategy for East Dunbartonshire. Action 1.5 East – West Connectivity Improvements – Allander Walkway to Cadder Bridge will cross into Glasgow City Council land and will require partnership working. Glasgow City Council supports this action in principle and notes consideration should be given to safety and lighting issues on this prospective route.

Environmental Report Comments - Statutory Consultation Authorities

The SEA statutory Consultation Authorities; Scottish Environment Protection Agency (SEPA); Scottish Natural Heritage (SNH); and Historic Environment Scotland (HES) were broadly supportive of the assessment methodology and findings contained within the Environmental Report (ER) for the draft Active Travel Strategy.

The following points were raised which require action within the ER and ATS:

- SNH stated that the ER has identified measures that could prevent, reduce or offset any significant adverse effects on the environment when the Strategy is implemented. Reassurance is sought in order that sensitive sites are not adversely affected by ensuring mitigation measures are carried out prior to certain Actions being implemented (including Actions 1.7, 1.10 and 1.13) possibly in the form of proposal/project key requirements.

EDC Response

East Dunbartonshire Council welcomes supportive comments from the statutory consultation authorities. With respect to comments received from SNH, East Dunbartonshire Council has clarified its position on offsetting any adverse impacts by including the following wording in Actions 1.7, 1.10 and 1.13:

“The mitigation measures recommended through the SEA Environmental Report for this Action will be considered and carried out prior to its implementation.”

4. Conclusions

The purpose of this section is to draw together conclusions from all of the engagement carried out on the Draft Active Travel Strategy to produce key messages for taking into consideration during the development of the draft strategy. The consultation provided opportunity for stakeholder groups and the public to have their say on the draft Strategy and allowed East Dunbartonshire Council officers to make necessary amendments to take account of these.

General Satisfaction

- In general, over 50% of respondents to the survey are satisfied or neutral to the proposed actions in the draft active travel strategy
- Over half the respondents (53%) thought the strategy was at least easy to follow and understand.
- Over 65% of respondents were from Bearsden and Milngavie.
- Over 65% of respondents already walk or cycle regularly.
- Over 51% of respondents were either satisfied or neutral to the proposed measures set out in the strategy