

# Draft Local Transport Strategy 2020-2025

## Background Report



The Draft Local Transport Strategy Background Report is the evidence base which underpins the development of the Draft LTS. The Background Report contains a detailed review and analysis of:

- National, regional and local policy
- Transport evidence and statistical data
- A review of Route Corridor Studies that have been completed in East Dunbartonshire
- A review of the delivery of the Local Transport Strategy 2013-17
- A summary of findings related to transport from consultations carried out by the Council on previous strategies and plans

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## Local Transport Strategy

### Policy Review



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## **1. Introduction**


This policy review background report is a summary of all the national, regional and local policies that are relevant to the East Dunbartonshire Local Transport Strategy (LTS).

The Council's LTS provides a framework as to how the Council's policies on transport will contribute to achievement of the objectives of national and regional strategy documents. This review will also consider other Council strategies to ensure there is alignment with the Council's Local Outcomes Improvement Plan (LOIP) and that this strategy is consistent with the objectives of other Council strategies. Some of the strategies reviewed in this background report are directly transport focussed and have clear objectives to work towards and others are indirectly related to transport but still highly relevant.

This policy review aims to set the context within which this East Dunbartonshire Council Local Transport Strategy will develop. Policies that emerge through this process should be consistent as much as is feasible with the overriding policy themes and emerging trends at the national and regional levels and ensure there is no conflict with other local policies in order to achieve a consistent approach. Alignment with these parallel policies is the best approach to ensuring transport in East Dunbartonshire is greatly enhanced but also having positive contribution to multiple policy objectives across the area.

## 2. National Policies

### 2.1 National Transport Strategy (NTS)

<b>National Transport Strategy (NTS)</b>	 The logo for Transport Scotland, featuring a blue square with white stylized lines representing roads or transport routes. Below the square, the text "TRANSPORT SCOTLAND" is written in blue, and "COMHDAHL ALBA" is written in smaller blue text below that.
<b>National Policy</b>	<b>2006 – Refreshed in 2015</b>

The original NTS was published in 2006, primarily to act as an enabler of economic growth. In April 2015, the Minister for Transport and Islands announced a refresh of the NTS. The overall aim was to investigate whether it was still fit for purpose and to test it against constitutional, political, economic or social changes that have taken place in the transport sector since 2006. The refreshed NTS considered the transport policy context in 2015 and aimed to assess whether the high level objectives and priorities are still relevant. The refresh also sought to clarify the roles and responsibilities of the key stakeholders in the transport sector.

The refreshed NTS highlights changes and trends since 2006 which have informed the policy update. Some of the main changes can be summarised as:

**All traffic has increased by distance; public transport journeys have decreased**



Since 2006, Scotland's population is estimated to have increased by 4%, while GDP has seen a 3% increase. Over this period, the traffic (all vehicles) on our roads has increased by 2%. However, the number of passengers on public transport services (bus, rail, air and ferry) has seen a 6% decrease and the volume of freight lifted in Scotland is down 12% from 2006 to 2012, despite increases in 2011 and 2012 following a sharp decline during the recession.<sup>1</sup>

### **Bus remains the dominant mode of public transport**

Between 2006 and 2014, the bus has remained the most commonly used form of public transport, with a share of nearly 80% of all public transport journeys in Scotland. The number of bus passenger journeys has decreased by 12%, from 476 million. Over the same period, ScotRail passengers have increased by 29%, from 76.4 million.

### **Private road traffic is largely unchanged, with the exception of a significant rise in cycling traffic**

Since 2006, total traffic (vehicle kilometres) on all roads has increased by 2%, with car traffic volumes similar in 2014. Although pedal cycle traffic accounts for less than 1% of all traffic, it has seen an increase of 30% in vehicle kilometres since 2006, rising to 339 million vehicle kilometres in 2014.

### **Public transport costs have risen more than motoring costs**

Since 2006, in real terms, motoring costs (including car purchase and running costs) have increased very slightly. Within total motoring costs, there has been a real terms decrease in vehicle purchase costs. Over this same period, bus and rail fares have seen steady increases and in 2013 they were 14% and 16% higher than in 2006 respectively.

### **Freight movements have reduced**

Total freight moved from Scotland has fallen over recent years, driven more recently by reductions in freight moved by coastal shipping.

In terms of the different modes used to carry freight, prior to 2010 the total amount of freight lifted from Scotland was moved mostly by road. However, when we also consider the distance that the freight is carried, in tonne kilometres, coastal shipping had the greatest share, up until more recent declines in the tonnage moved by water.

### **Congestion has been generally reducing**

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<sup>1</sup> <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>

In 2014, 11.7% of car driver journeys were perceived to have been delayed due to traffic congestion, an increase from 9.7% in 2013, but below the 12.7% seen in 2006 and the peak of 14.4% seen in 2007. The proportion of those travelling to work by public and private transport has remained static. The average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

### **Deaths on Scotland's roads have reduced significantly**

The number of people killed in road accidents in Scotland reduced from 314 in 2006 to 200 in 2014, a reduction of 36%.

### **Review Conclusion**

The document states that progress has clearly been made in some areas while others have remained static or worsened. It is important to view this in the wider context of the economy over this period. The recession has undoubtedly impacted on some key transport trends but the Scottish Government has stated that the part that investing in transport infrastructure has played in mitigating some of the worst effects of the recession should not be underestimated.

In light of the review since original publication in 2006, the refresh identifies three shifting challenges of:

- Tackling inequality while simultaneously sustaining economic growth,
- Making the transition to a low carbon economy, and;
- Making the most of scarce resources and how transport is contributing to addressing these challenges.

The challenges have been updated to account for the updated strategic context, in particular the new Scotland's Economic Strategy<sup>2</sup>.

The strategy addresses the challenges in the following ways:

Tackling Inequality - Transport tackles geographical inequality by investing in transport services and infrastructure (particularly in rural and remote places) and supporting inclusive growth by enhancing regional cohesion.

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<sup>2</sup> <http://www.gov.scot/Publications/2015/03/5984>

The Scottish Government is committed to continuing investment in transport to ensure all parts of Scotland are well connected to the transport network. It states over £1bn annually is being invested in public transport, for example, through rail franchise payments, concessionary fares, grants to bus operators, and other sustainable transport options.

Scottish Ministers have committed a £5bn programme of investment in Scotland's railways over five years to 2019. They are also committed to the largest road investment programme that Scotland has ever seen, including the dualling of the A9 between Perth and Inverness by 2025 (£3bn), the M8/M73/M74 Improvements Programme, the A96 dualling between Inverness and Aberdeen by 2030, and A82 improvements.

Transport can reduce inequality between groups of people by removing barriers and improving access to transport so that disabled people or those with reduced mobility, people with children, and older people all have full and equal access to transport services.

The Scottish Government recently produced an accessibility strategy titled 'Scotland's Accessible Travel Framework' in partnership with the newly formed National Transport Accessibility Steering Group comprised of disabled people, transport providers, local government and representative groups. The purpose of the framework is to support disabled people's rights by removing barriers and improving access to travel and ensuring disabled people are fully involved in work to improve all aspects of travel.

### **Scotland's Economic Strategy (SES) priority areas underpinned by Transport**

A safe, efficient, effective and sustainable transport system is one of the key enablers of the Scottish Government's Purpose. Transport contributes to achieving the two mutually supportive SES goals of, increasing competitiveness and tackling inequality in Scotland, through boosting transport investment in services and infrastructure, stimulating transport innovation, supporting inclusive growth by enhancing regional and social cohesion and addressing the internationalisation priority by increasing our international connectivity.

### **Transition to Low Carbon Economy**

The transition to a lower carbon economy aims to reduce the cost to the Scottish economy of climate change, while maximising opportunities to develop and export our technology innovations and knowledge as other economies make their own low carbon transition.

In 2013, the most recent year for which data is available, transport, including International Aviation & Shipping (IA&S), accounted for almost one quarter of Scotland's total emissions (12.9 Metric tons of carbon dioxide equivalent (MtCO<sub>2</sub>e) out of a total of 53.0 MtCO<sub>2</sub>e). Transport's emissions have now fallen for six consecutive years and by 1.9 MtCO<sub>2</sub>e since the peak figure in 2007. Road transport emissions accounted for 72% of transport's total.

The Scottish Government's ambition is to largely decarbonise road transport by 2050 and to be able to demonstrate significant progress towards this by 2030.

In implementing RPP2 (Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2), the Scottish Government's approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.

The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel.

Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, Cycling Action Plan for Scotland and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.

The refresh also highlights the importance of integration and outlines plans for smart card integrated ticketing. There is also discussion of the importance of partnership working to deliver joined up transport services.

### **Review of roles and responsibilities:**

A main aim of the remit of the refreshed NTS was to carry out a clear review of roles and responsibilities. The aim was to identify the key transport players in Scotland and the interdependencies between them. The review identifies:

The Scottish Government is responsible for overall strategy and with the Parliament for most of the regulatory framework. Through Transport Scotland, it owns the trunk road network, lets and manages the rail franchise and ferry services, operates national schemes like the national concessionary travel scheme and supports Local Authorities (LAs) to deliver their services. LAs are responsible for local economic development, education and health and social

care integration, which depend on effective transport. LAs can influence transport needs, via spatial planning. LAs own and manage the local road networks and also have responsibilities related to local bus services for which they can provide funding for.

Regional Transport Partnerships (RTPs) set regional transport strategies across modes and local authority boundaries, work with local authorities and others to deliver specific projects to help deliver those strategies and are statutory partners in Community Planning Partnerships to support their consideration of transport issues, including those which span local authority boundaries.

This section of the refreshed NTS clarifies responsibilities in bus service provision and identifies that most services are provided on a commercial basis with some environmental, safety and quality conditions as regulatory requirements. These requirements are ultimately enforced by the Traffic Commissioner. Transport Scotland subsidises the bus network through the Bus Services Operators Grant. Local Authorities have powers to introduce local quality contracts or Statutory Quality Partnerships and can use the planning system to control location of developments, manage roads and traffic efficiently and provide effective and attractive bus infrastructure.

The refresh accepts that more is required to clarify roles and responsibilities and asserts that this high level document is the starting point for increased partnership working with RTPs, local authorities and others to clarify expectations across modes, locations and hierarchies.

The final section of the refreshed NTS restates the NTS framework. The refreshed document has reviewed the transport context since 2006 and how plans from the 2006 have addressed issues in transport. The NTS states that it will continue to use the Three Strategic Outcomes as guiding principles when developing strategy and prioritising resources.

The 2006 vision was for:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

The review asserts that this and the Five High Level Objectives from 2006 remain valid and are restated.

**Five High Level Objectives:**

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;

- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.


### **Three Key Strategic Outcomes**

- Improve journey times and connections: to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce emissions; to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve quality, accessibility and affordability: to give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.

The overall framework also underpins the extended planning horizon for transport improvements which is translated into the Strategic Transport Projects Review (STPR) which runs up to 2032 and the Infrastructure Investment Plan valid up to 2035. The Scottish Government has considered that a full review of the NTS and the STPR in the next Scottish Parliamentary term is required.

The National Transport Strategy is currently in the process of being renewed. NTS 2 aims to align with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill. Initial consultation has been completed and the NTS Review Team is currently examining this and literature evidence to be used in the reviewed strategy.

## 2.2 Cycling Action Plan for Scotland

<b>Cycling Action Plan for Scotland</b>	
<b>National Policy</b>	<b>2017-2020</b>

The Cycling Action Plan for Scotland (CAPS) was originally published in 2010, and set out an ambitious vision; that, “10% of everyday journeys to be made by bike, by 2020”. CAPS was updated in 2013 and again in 2017 in order to reflect upon the steps taken toward the targets set in the original 2010 document, and restate the underpinning strategy.

Responses to the CAPS refresh stakeholder consultation expressed an aspiration for further engagement of local authorities in the delivery of cycling infrastructure provision and promotion.

CAPS states that local authorities have significant leadership roles to play in relation to active travel, as most cycling journeys are local journeys. The Smarter Choices, Smarter Places evaluation suggested that detailed plans for local areas, incorporated into local transport strategies, could help set out ambitious visions for cycling for communities to get behind. CAPS noted that positive examples include the development of local cycling strategies and local development plans. East Dunbartonshire Council published its Active Travel Strategy in 2015 and its Local Development Plan was adopted in February 2017.

The refreshed CAPS presented a new set of 19 actions which outlines how stakeholders can work in partnership to achieve the Scottish Government’s shared vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike. The 19 actions are:


1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Local authority heads of transportation, environment, health and economy will all be invited as well as Regional Transport Partnerships and relevant local authority Committee Convenors. The purpose will be to lead delivery and gauge process.
2. TS will review and update the Trunk Roads Cycling Initiative and the commitment within to improve cycling and walking infrastructure around trunk roads. We will also consult on an update of Cycling by Design.
3. TS Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel.
4. Continue to provide support to each local authority and RTP to develop and update their active travel plans/strategies.
5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys. This includes on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and where strategic plans are in place to install and improve active travel infrastructure.
6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas to promote cycle tourism and to connect rural communities.
7. Continue to support the 3 levels of the UK national standard Bikeability Scotland cycle training programme to encourage 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.
8. Improve integration with public transport through partnership working with Scotrail, bus/coach operators and RTPs and provide secure cycle storage at key destinations including transport interchanges.
9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling on everyday journeys.
10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy – Designing Streets and Smarter Choices, Smarter Places good practice.
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.
12. Continue to support educational campaigns such as the ‘Give Everyone Cycle Space’ campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.



13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling.
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.
15. Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often. This can involve the promotion of champions to encourage peer groups to increase their levels of active travel to and from work and places of study.
16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.
17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.
18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.
19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.

The CAPS Delivery Forum is convened by Cycling Scotland and meets bi-annually to track progress, with the National Cycling Interest Group meeting in parallel.

## 2.3 National Walking Strategy

National Walking Strategy	
National Policy	2014

Let's Get Scotland Walking – The National Walking Strategy (2014) was published by the Scottish Government. The vision is defined as:

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

The strategy aims to:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone.

In order to achieve this, the document recognises that there is no one simple solution that will create an active travel culture, and that a concerted cross-sector effort is required to deliver widespread behavioural change. Interventions need to be at an individual, community and population level.

The document highlights the obvious benefits of increased walking levels including positive economic effects due to improved access to jobs, local facilities and public transport for connections. The strategy outlines the full range of benefits such as preventative NHS spend, health benefits, higher quality of life through improved green spaces, improved educational performance in schools and reduced CO<sub>2</sub> emissions.

The strategy recognises that infrastructure alone will not transform habits. It also identifies the barriers to walking and problems faced when developing walking networks. The National Walking Strategy (NWS) Working Group made key recommendations to increase the number of people walking on a daily basis. The Scottish Government has tasked the walking organisation - Paths For All, with creating the delivery forum for the NWS. This forum will work with all relevant stakeholders in public, private and third sectors and in partnership with the CAPS Delivery Forum.

### **NWS Working Group – Initial Recommendations for Action**

General:

1. A NWS Delivery Forum made up of key partners and delivery bodies should be established to translate the strategic vision into implementation.
2. The new NWS Delivery Forum should oversee the production of a detailed action plan to deliver this strategy in consultation with stakeholders, including local authorities.
3. An assessment of current resources and future coordination of funding and delivery to promote walking should be carried out at the earliest opportunity.
4. An assessment should be undertaken of whether or not current legislative frameworks are working and if future legislation could advance our vision.
5. Ensure there is full implementation of current policies and guidance that support walking at local, regional and national level (e.g. the Tourism Development Framework 2020, National Planning Framework 3, Road Safety Framework, Low Carbon Behaviour Framework, Place Standards, Scottish Rural Development Programme).
6. Community Planning Partnerships should consider how the ambitions of this strategy are reflected in local policy, plans (including Single Outcome Agreements) and interventions.
7. The new NWS Delivery Forum should work in partnership with the Cycling Action Plan for Scotland (CAPS) Delivery Forum. It should also draw on the work of the National Access Forum.
8. Good practice should be identified, shared and celebrated through improvement and award systems.

To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being:

9. Community Walking Programmes should be developed and available in every village, town and city in Scotland.
10. Smarter Measure initiatives should be running in every local authority area.

11. Health and Care Service providers should proactively facilitate walking opportunities within their delivery programmes e.g. GP referral.
12. Workplaces should be supported to encourage staff to walk more on a daily basis.
13. Explore opportunities for Community Sports Hubs to support walking and to link to local walking groups in the area.


To achieve better quality walking environments with attractive, well designed and managed built and natural spaces for everyone

14. The Town Centre Action Plan should be monitored for delivery opportunities linked to walking.
15. Review progress and consider further action required to ensure that all households in Scotland's urban areas are no more than 5 minutes' walk from publically accessible and attractive greenspace or local path network.
16. The provision of easy grade paths across the public estates should be increased (urban and rural).
17. High-quality walking (and cycling) networks across local authority area should be created (on a par with roads development, repair and maintenance) and existing routes promoted effectively.
18. Examine opportunities to assist land managers to provide better public access through improvements to agriculture and forestry grant aid schemes.
19. More students and staff (nursery, primary, secondary, college and university) should be enabled to walk to, from and during their learning day with more access to outdoor learning spaces.
20. Reduce greenhouse gas emissions from everyday short journeys through promotion and facilitation of everyday walking for short journeys.

To enable easy, convenient and safe independent mobility for everyone:

21. Make Scotland's roads safer for pedestrians and other users.
22. Strengthen training and other resources for practitioners in paths and greenspace design, construction, maintenance and management.
23. Strengthen training and support for walkers, with a particular focus on young people and underrepresented groups (e.g. map reading, leader training, mountain safety, and Scottish Outdoor Access Code awareness).
24. Increase the perception of security for walking environments (e.g. via landscape/public realm design and maintenance).
25. Explore developing and implementing a footway condition survey to complement the Scottish Road Condition Maintenance Survey.

## 2.4 A Long Term Vision for Active Travel in Scotland 2030

<b>A Long Term Vision for Active Travel in Scotland 2030</b>	 The logo for Transport Scotland, featuring a stylized blue square with white diagonal lines forming a network, with the text 'TRANSPORT SCOTLAND' and 'CÒMHDHAIL ALBA' below it.
<b>National Policy</b>	<b>2014</b>

A Long Term Vision for Active Travel in Scotland sets out a vision for more people to be walking and cycling everyday journeys. Achieving this ambition will move Scotland towards the following objectives:

**Better health and safer travel for all** – Environments in which walking and cycling are easy choices will be safer for everyone, promote healthy living choices, treat and prevent disease and reduce health inequalities.

**Reducing inequalities** – Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes

**Cutting carbon emissions and other pollution** – More people choosing to walk and cycle will reduce pollution from motorised travel and so help tackle climate change and improve air quality

**Delivering liveable, more pleasant communities** – Places that are pleasant and practical for walking and cycling, with better pedestrian and cyclist safety will improve people's lives in many ways, including feeling connected to the community. Communities where people value and use the active travel network, comprising streets, roads and path networks.

**Supporting delivery of sustainable economic growth** – Places that are designed for walking and cycling are generally more attractive. Scotland's communities will benefit from this, becoming more desirable places to live and work so helping attract investment and economic activity.

The vision is for many more people to be walking and cycling for everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling. Active travel is seen as the norm, regardless of gender, ethnicity, age, or background. Roads are quieter and safer, encouraging more people to walk and cycle for shorter journeys. Far more people will get about cheaply for work, studying, shopping and socialising.

Infrastructure will ensure the built environment puts people and place before the movement of motor vehicles. Main roads into town centres all have either segregated cycling provision or high quality direct, safe, and pleasant alternatives. Comprehensive active travel networks are available for walking and cycling. All schools have safe routes for pupils who are confident to walk or cycle to them along with 20mph or lower speed limits.

Pedestrian and cycle ways are maintained to a fit-for-purpose standard for users of all abilities and given equal priority to carriageways. Roads maintenance programmes are prioritised to facilitate active travel.

Transport and land use planning have undergone a major shift away from vehicle movements towards creating a sense of place and prioritising travel by active modes, with a strong emphasis on sustainable and people centred planning and design. City and town centres are people focussed with easy pedestrian and cycle access.

A highly efficient, comfortable, affordable and high quality public transport system, with multi-modal interchanges, encourages drivers and their passengers to choose to use buses and trains in preference to the car. Active travel is integrated with public transport to provide an attractive alternative to car use for longer journeys.

As a result of changes in attitude and behaviour towards active travel there will be increased numbers of pedestrians and cyclists. There is a mutual understanding between drivers, pedestrians, and cyclists. This is linked to a sustained education and training provision. Car clubs, car hire and other forms of shared provision are common choices, facilitated by continuing advances in mobile technology and intelligent cars. This allows people to choose the most appropriate vehicle for any non-active travel trip. There are appropriately reduced speed limits (including 20mph) in urban and rural areas where there is, or could be, a high level of pedestrian and cycle activity, particularly where there are easily accessible alternative routes that could allow motor traffic to travel more efficiently.


Communities are involved in the development, management and promotion of active travel networks and interventions in their area using the skills, knowledge and capacity in the community.

Community Planning Partnerships and all partners recognise the preventative benefits of active travel by prioritising investment in walking and cycling as a means of achieving key national and local social, environmental and economic outcomes related to improving health and wellbeing, reducing carbon

footprints and supporting sustainable economic growth. Development planning and management focus on the concept of walkable neighbourhoods, ensuring a mix of facilities within walking and cycling distances of where people live, and that population densities are sufficient to make public transport and local services viable. All new developments follow design guidance such as Designing Streets, putting people and place before vehicle movement.

Walking and cycling have a major leisure role across Scotland, as an alternative to car-facilitated recreation. Walking and cycling as leisure, sport, or recreation helps develop skills and build the confidence to make use of the active travel networks. Investment in active travel, recreational and sport cycling facilities can complement each other in providing the skills and confidence required for everyday active travel.

## 2.5 National Planning Framework 3

<b>National Planning Framework 3</b>	
<b>National Policy</b>	<b>2006 – Refreshed in 2015</b>

The National Planning Framework 3 (NPF3) is a long-term strategy for Scotland, setting out the Scottish Government’s development priorities over the next 20 to 30 years and identifying key strategic national developments. The NPF3 is accompanied by an Action Programme identifying how it should be implemented, by whom, and when. Any statutory development plans must give consideration to the NPF.


One of the four main outcomes of NPF3 is: “Planning makes Scotland a connected place supporting better transport and digital connectivity.”

Section 5.5 in Chapter 5 ‘A Connected Place’ highlights that CO<sub>2</sub> emissions from the transport sector remain high, representing almost a quarter of the country’s total emissions. NPF3 states the Government aims to increase walking and cycling levels to mitigate against this and will be looking to see measures in place to support this in urban and rural areas. Section 5.6 outlines the ambition to grow the country’s network of electric vehicle charging points in order to realise the government’s vision of completely de-carbonised road transport by 2050.

Section 5.14 states the government will encourage Local Authorities to develop at least one exemplar walking and cycling friendly settlement to demonstrate how active travel networks can be improved to meet the national vision of increased cycling. These settlements will also become nodes on the national strategic network. These concepts have been taken forward already by EDC through the Active travel Strategy where the action plans propose Milngavie and Kirkintilloch as ‘Active Travel Towns’, with improved infrastructure and connections to nationally significant routes.



## 2.6 Scottish Planning Policy

<b>Scottish Planning Policy 2014</b>	
<b>National Policy</b>	<b>2014</b>

Published in 2014, SPP is a statement of Scottish Government policy on how nationally important land-use planning matters should be addressed across the country. It is non-statutory, yet Section 3D of the Town and Country Planning (Scotland) 1997 Act requires that functions relating to the preparation of the National Planning Framework by Scottish Ministers and development plans by planning authorities must be exercised with the objective of contributing to sustainable development.

The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The SPP sets out policy principles in order to ensure planning creates a better place. This policy will look to follow these principles, including a spatial strategy to promote; a sustainable pattern of development, design in line with Designing Streets, facilitating accessibility, protecting and enhancing the environment, making efficient use of existing infrastructure and giving weight to net economic benefit. The strategy will look to create environments that are easy to move around, within and without, placing the needs of people above the motor vehicles.

Policy Principles: 270 states that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transportation modes; and
- Facilitate freight movement by rail or water.

SPP states that development plans should take account of the relationship between land use and transport. It highlights the link between development and the effect on the existing network including environmental and operational constraints and proposed or committed projects. This is important, as land being set aside for a potential local project may be in conflict with a national strategic project and could encounter difficulties when seeking to progress.

Development plans should set out spatial strategies that support development in locations that allow walkable access to amenities and access by cycling or public transport. The overall aim is to support development in locations accessible by walking and cycling then public transport then private car, in that order. Integration between modes should not be ignored.

Through the development plan process, transport appraisals of the impacts of the spatial strategy and its reasonable alternatives on the transport network should be carried out. An appraisal should be proportionate to the nature of the issues and proposals being considered and if impacting on the strategic network, Transport Scotland should be engaged in the process at the earliest opportunity. The SPP also sets out National Parking Standards for certain types and scales of development.

Scottish Planning Policy has established that there are six qualities of successful places, of which, two relevant qualities are:


1. Safe and Pleasant: Our streets and spaces should be safe and pleasant so they are well-used and valued by all users, but especially pedestrians and cyclists.
2. Easy to move around: All new developments must support the easy movement of pedestrians and cyclists (in particular) with clear movement hierarchies for private cars and public transport routes based on Designing Streets principles.

SPP also states that when a development of change of use is likely to cause a significant rise in trip numbers, a transport assessment should be carried out, identifying any cumulative effects. It also sets out conditions where planning permission for development should not be given. Specific guidance is provided in – DPMTAG – Transport Assessment Guidance <sup>3</sup>.

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<sup>3</sup> [https://www.transport.gov.scot/media/4589/planning\\_reform - dpmtag - development management dpmtag ref 17 - transport assessment guidance final - june 2012.pdf](https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref_17_-_transport_assessment_guidance_final_-_june_2012.pdf)

## 2.7 Cleaner Air for Scotland 2015

Cleaner Air for Scotland	
National Policy	2015

Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) is a national cross government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution to protect human health and fulfil Scotland’s legal responsibilities as soon as possible.

The vision is for Scotland to have the best air quality in Europe.

A series of actions across a range of policy areas are outlined, and there are a number of important new initiatives:

- a National Modelling Framework;
- a National Low Emission Framework;
- adoption of World Health Organization;
- guideline values for particulate matter in Scottish legislation; and
- proposals for a national air quality awareness campaign.

CAFS identifies transport as a key cause of poor air quality and acknowledges that a sixth of PM<sub>10</sub> and over a third of NO<sub>x</sub> is caused by road transport. It sets out the transport conditions that affect air quality and lists Transport Scotland’s high level NTS strategic outcome as:

“To ‘reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health.’

To achieve this strategic outcome, Transport Scotland has prioritised:

- seeking low carbon technology and infrastructure with reduced emissions; and
- Demonstrating environmental sustainability through the delivery of environmental protection across Transport Scotland’s operations.

CAFS has stated objectives and pledges to:

- Ensure that all local authorities have a corporate travel plan (perhaps within their carbon management plan) that is consistent with any local air quality action plan
- Finalise and deliver the National Walking Strategy Delivery Plan by 2016
- Work collaboratively with partners to deliver our shared vision in the Cycling Action Plan for Scotland that by 2020, 10% of everyday journeys will be made by bike
- Review support for green buses by 2016, including the scope for supporting retrofitting existing vehicles, taking account of technological and market developments and the need to tackle air quality as well as climate change
- Evaluate the Bus Investment Fund in 2016 to learn from supported projects and inform decisions on options for future support for local projects to improve public transport
- By 2016, review the Bus Operators Grant including options to incentivise the use of low emission buses
- By 2016, review guidance and legislation on the powers of local transport authorities regarding bus services to see if they could be made more effective and to ensure enough priority is given to air quality alongside other considerations
- Continue delivering actions contained in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles
- Review the Roadmap and develop a post -2015 plug-in vehicle action plan
- Work with key partners to investigate the use of hydrogen as a transport fuel and explore wider environmental and economic opportunities to use hydrogen for energy applications – especially in promoting renewables, energy balancing and storage
- Continue to engage with our partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050
- Encourage each local authority with an AQMA to establish a Freight Quality Partnership (or utilise an existing RTP Freight Quality Partnership) and consider appropriate measures for improving local air quality by 2017
- Encourage freight quality partnerships to extend their activities to include consideration of the environmental

Part of the commitments within CAFS is to work with partners to ensure delivery of Cycling Action Plan for Scotland every year up to 2020 and completion of National Walking Strategy Delivery Plan by 2016.

CAFS identifies key performance indicators which it suggests should be used for monitoring progress. The KPIs are:

- % change in NO<sub>2</sub> at each monitoring location, averaged over a three-year period.
- % change in PM<sub>10</sub> at each monitoring location, averaged over a three-year period.
- Share of public transport journeys in the overall modal split – % change and/or comparison to the national average.
- Share of low emission vehicles in the overall modal split – % change and/or comparison to the national average.
- Share of cycling and walking journeys in the overall modal split – % change and/or comparison to the national average.

CAFS presents an action plan split into themes addressing various aspects of air quality issues. The themes can be summarised as:

Communication – actions related to awareness raising campaigns and developing a Scottish air quality indicator

Legislation and Policy - Local Air Quality management – new system development, a PM 10 framework established and revised action plans to demonstrate how compliance with EU standards will be achieved.

National Modelling – a range of actions relating to data collection, establishing regional models, development of guidance for practitioners, establishing national databases, standardised appraisal processes and software tools.

Health – World Health Organisation guidelines for PM10 and PM25 to be included in Scottish legislation, NHS boards to include air quality in their joint action plans. Legislation to require local authorities to monitor PM<sub>2.5</sub> was introduced in April 2016.


Transport – large range of actions aimed at reducing journeys, low emission vehicles relating to: ensuring organisations have travel plans, supporting CAPS and NWS, various actions related to buses including support for green buses, Bus Infrastructure Fund, review of LA's powers regarding bus services, low emissions vehicles including Plug in vehicle action plan, investigation with partners into Hydrogen fuelled vehicles, Freight issues such as Freight Quality Partnerships, review of Regional Transport Partnerships and LTS roles and responsibilities in light of the NTS refresh and finally review of AQMAs in relation to trunk roads.

Place making – Expects LAs to review their LDPs to ensure they are consistent with CAFS, and work with SEPA and Environmental Protection to produce updated guidance on Air Quality.

Climate Change – ensure future updates to Low Carbon Scotland – Meeting our Emission reduction targets take into account Air Quality impacts, expects that any LA undertaking a SEAP must consider Air Quality impacts, and Forestry Commission Scotland to publish updated guidance on impacts of biomass on Air Quality.

Clearly, the transport actions within CAFS will have a direct influence on the Council's Local Transport Strategy and in the main, actions aimed at achieving a modal shift and reducing private car journeys are central to this. Given the NTS refresh, there are comprehensive actions relating to the bus industry in particular and these actions should be supported at a local level in partnership with the RTP in order to deliver transport benefits and to improve air quality directly.

## 2.8 Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022

<b>Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022</b>	
<b>National Policy</b>	<b>2010 – 2022</b>

Low Carbon Scotland (LCS) sets out how Scotland can deliver annual targets for reductions in emissions to 2022, including a 42% reduction in emissions by 2020 compared to a 1990 baseline. It explains that the Climate Change (Scotland) Act 2009 requires Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. This Report covers the period from 2010-22, and sets out Ministers' proposals and policies to meet annual targets, including the 2020 target of 42%, over that period.

LCS also outlines that Scotland's Climate Change Delivery Plan was published in June 2009, and described the four transformational outcomes needed in order to meet the 2050 target:

- A largely decarbonised electricity generation sector by 2030;
- A largely decarbonised heat sector by 2050, with significant progress by 2030;
- Almost complete decarbonisation of road transport by 2050 with significant progress by 2030;
- A comprehensive approach to ensure that carbon (including the cost of carbon) is fully factored into strategic and local decisions about rural land use.

Low Carbon Scotland is structured around the key sectors of energy supply, homes and communities, business and the public sector, transport, rural land use and waste. For each of these sectors, policies to reduce greenhouse gas emissions are identified, as are a number of proposals for further consideration.



Taken together, these policies and proposals show that it is possible to meet the annual targets established by the Climate Change (Scotland) Act 2009 each year from 2010 to 2022.

The LCS states that Transport emissions, including international aviation and shipping, make up just over a quarter of Scotland's total emissions, and more than two thirds of these emissions come from road transport. It continues to state that transport is the only sector in which emissions have actually increased since 1990, although emissions in 2008 were slightly lower than in 2007.

It sets out milestones for transport to be in place by 2020 as:

- a mature market for low carbon cars, resulting in average efficiencies for new cars of less than 95 gCO<sub>2</sub> /km;
- an electric vehicle charging infrastructure in place in Scottish cities;
- personalised travel planning advice provided to all households;
- effective travel plans in all workplaces with more than 30 employees; and
- at least 10% of all journeys made by bicycle. (CAPS target)

The report also highlights that although some transport policy is devolved, EU and UK Government policies have a significant impact on emissions reductions in Scotland. During development of LCS, the European Commission was in the process of setting mandatory targets for the emissions-intensity of new cars and vans, which apply to all vehicle manufacturers, this is now in place.

LCS describes and summarises a number of Scottish policies and proposals, some of which have already been delivered by 2016 or have demonstrated significant progress by 2016. Devolved action focuses on encouraging people to switch to more sustainable forms of transport; making fuel efficient driver training and advice available to drivers; preparing for the longer term shift to low carbon vehicles (LCVs); improving rail transport; using planning policy to make development more accessible; and encouraging increased levels of cycling and walking:

The policies described in LCS are listed below:

- Eco-driving advice and information
- Low Carbon Vehicle Procurement Support Scheme
- Plugged-in Places Programme
- Scottish Green Bus Fund
- Provision of fuel efficient driving training for drivers of HGVs and freight vans
- Intelligent Transport System (ITS) Action Plan

- Smarter Choices, Smarter Places
- Ferries Review
- Cycling Action Plan for Scotland,
- Funding of £200,000 was provided to CarPlus (Car club development organisation)
- Edinburgh to Glasgow Rail Improvements (Edinburgh Glasgow Improvement Programme – EGIP)
- Scottish Planning Policy influences the location, density and form of development to make access by public transport and active travel easier and reduce travel demand.


Proposals for further action were packaged into three groups:

- Driving more efficiently: extension of eco-driving training/promotion for car drivers; more strictly enforcing 70 mph speed limits on trunk roads; further support for low carbon vehicle infrastructure and procurement; more efficient freight and van transport; Intelligent Transport Systems on trunk roads; and maritime transport efficiency improvements.
- Widening travel choices: more intense delivery of travel planning for schools, households and businesses; improved cycling and walking infrastructure; encouraging the formation of more car clubs; encouraging improved, more efficient local buses and taxis; and further mode shift of freight from road to rail or water where appropriate.
- Reducing the need to travel: the creation of mixed use “community hubs” in smaller settlements to reduce the distances people need to travel for work and other purposes.

The LCS states that with an ambitious implementation of all of the above, proposals could result in abatement in 2020 of 1.1 MtCO<sub>2</sub>e, giving a total abatement of 2.5 MtCO<sub>2</sub>e (including estimated abatement from EU policies) from all policies and proposals in the Transport sector. Transport emissions would be 11.6 MtCO<sub>2</sub>e in 2020, 13% lower than in 1990.

The LCS document highlights that there are many aspects of transport that are not devolved or beyond the scope of the Scottish Government such as; High Speed Rail, standards of rolling stock used for cross border journeys, vehicle licensing and emissions standards implemented by the UK run DVLA (Driving and Vehicle Licensing Authority), and emissions from the aviation sector that could contribute to reduction of national emissions.

## 2.9 Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)

<b>Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)</b>	
<b>National Policy</b>	<b>2013 – 2027</b>

In implementing RPP2 the Scottish Government's approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.


The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel. Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, CAPS and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.


## 2.10 Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015. (Formerly Scottish Climate Change Declaration)

Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015	
National Policy	2015

Following an announcement in 2014, it is now mandatory for all public sector bodies to report on their climate change duties from 2016 onwards. This was brought about by The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 and is generally referred to this as required climate change reporting (to the Scottish Government) or 'mandatory Climate Change Reporting'. This does include listing of measures contributing to mitigation of climate change. These actions are described but no quantitative effects of these measures are postulated. The implication is that transport projects and policies that will mitigate climate change will be included in the climate change reporting submission without estimated emissions reduction effects. However, the submission will be based on DECC data which is published annually on a 2 year lag along with a list of projects that make a positive contribution in order to demonstrate progress in every sector.

The Council's annually submitted plan outlines commitment to development of a Sustainability & Climate Change Framework for East Dunbartonshire with an associated action plan and reporting framework.

## 2.11 Climate Change (Scotland) Act 2009

<b>Climate Change (Scotland) Act 2009</b>	
<b>National Policy</b>	<b>2009</b>

**The Climate Change (Scotland) Act 2009** postulated greenhouse gas emissions reduction targets for 2020 and 2050, with linked targets set in relation to energy efficiency and meeting heat demand and electricity demand by renewable resources. This includes a target for 11% of heat consumed in 2020 to come from renewable sources, complementing a target to reduce total final energy consumption in Scotland by 12% in relation to a baseline of the average energy consumption in 2005-07.

The following text is taken from the Scottish Government website <sup>4</sup>

“Part 1 of the Act, creates the statutory framework for greenhouse gas emissions reductions in Scotland by setting an interim 42 per cent reduction target for 2020, with the power for this to be varied based on expert advice, and an 80 per cent reduction target for 2050. To help ensure the delivery of these targets, this part of the Act also requires that the Scottish Ministers set annual targets, in secondary legislation, for Scottish emissions from 2010 to 2050.

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<sup>4</sup> <http://www.gov.scot/Topics/Environment/climatechange/scotlands-action/climatechangeact>

The Scottish Ministers will take advice on the targets they set. In the first instance this advice will be provided by the UK Committee on Climate Change. However, Part 2 of the Act contains provisions which will allow the Scottish Ministers to establish a Scottish Committee on Climate Change or to designate an existing body to exercise advisory functions should it be decided that this is appropriate.

Part 3 places duties on the Scottish Ministers requiring that they report regularly to the Scottish Parliament on Scotland's emissions and on the progress being made towards meeting the emissions reduction targets set in the Act.

Part 4 places climate change duties on Scottish public bodies. This Part also contains powers to enable the Scottish Ministers, by order, to impose further duties on public bodies in relation to climate change.

The Act includes other provisions on climate change in Part 5, including adaptation, forestry, energy efficiency and waste reduction. Public engagement is a significant feature of Part 6 of the Act, which also includes provision on carbon assessment.”

The targets of a 42% reduction by 2020 and an 80% reduction target by 2050 are highly ambitious and a concerted effort by all sectors will be required to achieve progress towards this. Part 4 of the Act places enforceable duties on public bodies and the mandatory reporting system is now in place. While there is no legislation for enforcement of private individuals or companies to reduce emissions, local authorities can play their part by providing support, infrastructure and information to assist organisations and individuals to reduce their emissions and contribute to this ambitious target.


This legislative commitment underpins a national responsibility to aim to reduce emissions and as transport accounts for approximately one quarter of Scotland’s emissions, transport has a crucial role to play in contributing to this reduction target.

Following the increased global ambition represented by the Paris Agreement, the Programme for Government 2016-17 committed to a new Climate Change Bill to reduce emissions further. Proposals for a new Bill were outlined by Cabinet Secretary for Environment, Climate Change and Land Reform, Roseanna Cunningham in June 2017.

### 3. Regional Policy

#### 3.1 Strathclyde Partnership for Transport

##### A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)

<b>A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)</b>	
<b>Regional Policy</b>	<b>2008 – 2021</b>

Regional Transport Partnerships (RTPs) form the regional link between national government and local authorities. Strathclyde Partnership for Transport is the RTP for west, central Scotland and has twelve local authority members, including East Dunbartonshire. RTPs have a statutory obligation to produce a Regional Transport Strategy (RTS) covering all modes and cross local authority boundaries.

RTPs were created in 2005 in Scotland to replace Passenger Transport Executives to strengthen the planning and delivery of regional transport to better serve needs of people and businesses. The Transport (Scotland) Act 2005 placed a statutory duty on all seven Scottish RTPs to produce a regional transport strategy. The RTS for Strathclyde was published in 2007 by (SPT), and presents a vision for “A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. Further to this, the RTS presents ‘Shared Goals to Scottish Government Strategic Objectives’, these are:

- Develop the economy - through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, by improving transport integration.

- Promote social inclusion and equality - by providing a transport system that is safe, accessible and affordable to all sections of the community
- Improve health and protect the environment - by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.

In order to achieve these shared goals, the following objectives are presented:

- Safety and Security - to improve safety and personal security on the transport system;
- Modal Shift - to increase the proportion of trips undertaken by walking, cycling and public transport;
- Excellent Transport System - to enhance the attractiveness, reliability and integration of the transport network;
- Effectiveness and Efficiency - to ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight;
- Access for All - to promote and facilitate access that recognises the transport requirements of all;
- Environment and Health - to improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system; and
- Economy, Transport and Land-use Planning - to support land-use planning strategies, regeneration and development by integrating transport provision.

Through these objectives, the RTS aims to facilitate the following outcomes, aligned with the Scottish Government's National Outcomes:

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

The RTS has 17 priorities in its strategy but with a focus on:


- Step change for bus services
- Revitalise the subway network
- Improve cross city and cross region links along strategic corridors
- Improve access to services like healthcare and education
- Planning for transport for the Commonwealth Games
- Improving sustainable connectivity for business and freight



The SPT RTS is currently in the early phases of being renewed.

For further information on the process to prepare the new Regional Transport Strategy, please visit: [www.spt.co.uk/vision](http://www.spt.co.uk/vision)

### 3.2 SPT Bus Policy (10 Point Plan for Bus)

<b>SPT Bus Policy (10 Point Plan for Bus)</b>	
<b>Regional Policy</b>	<b>2012 (Refreshed 2014)</b>

With the intention of stimulating debate through the development and promotion of proposals for changes to bus policy at national level – Strathclyde Partnership for Transport (SPT) produced an action plan known as the '10 Point Plan' for bus. This work aims to deliver a higher standard of bus offering from all partners while being cognisant of the current public sector funding position.


Bus services remain, by far, the main public transport mode for people and communities across Scotland. Across the country, bus accounts for 79% of all public transport journeys, with the market in the west of Scotland split into circa 93% commercially-operated/7% fully supported by SPT.

#### 10 Point Plan

1. To allow Public Transport Authorities (PTAs) – like SPT - to secure (or provide) bus services where there is clearly a need, even if it may be in conflict with the perceived commercial view of the operator.

2. Public Transport Authorities should be given powers to require compulsory participation in ticketing schemes that are introduced in their areas.
3. The modifications to provisions on Statutory Quality Partnerships introduced in England and Wales in the Local Transport Act 2008 should also be introduced in Scotland.
4. Consideration should be given to compliance inspectors/ vehicle inspection engineers employed by PTAs who would be trained and certified to VOSA standards, being given relevant powers equivalent to VOSA officers.
5. The Traffic Commissioner should consider not accepting local service registrations submitted by Community Transport groups (S. 22 permit holders) unless the registration is supported by the PTA and the group is registered on the Community Transport database. Additionally, a date should be set for the revocation of all existing Community Bus permits which may then be re-issued subject to application and compliance with minimum quality standards.
6. Where a bus operator enjoys an effective monopoly and may be seeking subsidy from the PTA, the PTA should be given access to service cost and revenue figures to satisfy themselves that the operator is not seeking excessive subsidy costs or acting in an anti-competitive manner.
7. Electronic Bus Service Registration (EBSR) to become the mandatory format for submitting bus registration particulars by 2014, and that such submissions are not accepted without the PTA acknowledging receipt of such information as prescribed in regulations.
8. The Public Service Vehicles (Registration of Local Services)(Scotland) Regulations 2001 should be amended such that the duty to inform the relevant authority(ies) of an application to register, vary or withdraw a bus service is replaced.
9. A Scotland-specific version of the Department for Transport's emerging Guidance on Best Practice in Bus Service Tendering should be published, and include provisions to allow a more streamlined, effective and quicker procurement process, and use of best value, de minimis tendering (with appropriate subsidy limits), service concessions, and utilisation of provisions within the forthcoming Procurement Reform Bill.
10. The law in Scotland to be amended to provide the Traffic Commissioner with powers to reject a local service registration in cases where the applicant fails to consult with the Public Transport Authority, and / or provided the PTA evidences legitimate concerns regarding safety, network coverage, road network capacity, compliance issues, improper conduct, service deliverability, and / or that the service is not in the public interest.

### 3.3 Clydeplan – Strategic Development Plan (SDP)

Clydeplan – Strategic Development Plan (SDP)	
Regional Policy	2017

#### City Region as a Connected Place

The SDP acknowledges that modal shift from private to public transport supports moves towards a low carbon economy (consistent with the Scottish Economic Strategy objectives). It also states that increasing active travel through creation of walking and cycle networks and behaviour change has a vital role in achieving these goals, reducing inequalities and creating health benefits.

It lists key current strategies such as the Strategic Transport Projects Review and the related Infrastructure Investment Plan and SPT's RTS. The document also refers to investment already taken place and proposed schemes through the City Deal such as Glasgow Airport Access Project, Strathclyde Bus Investment Programme and improved transport infrastructure in support of several Community Growth Areas.

The Vision and Spatial strategy is designed to promote sustainable transport options and integrate land use and transport. The SDP highlights that to support this; a complete step change is required on a number of themes, in particular:

- Maximising use of existing infrastructure and recognising that bus is the most used mode across the city region
- Improved public transport provision in terms of quality and frequency
- Focus on regional bus hubs including park and rides
- Support for smartcard ticketing to ensure integration across modes
- Increasing active travel

- Modal shift from private to public modes and towards rail or water in terms of freight.


A range of core transport corridors and strategic options are presented and East Dunbartonshire features with two inclusions. The A803 Glasgow / Bishopbriggs / Kirkintilloch corridor is included with identified potential options as a Quality Bus Corridor, EGIP and Park and Ride options. The A81 is also included with the Glasgow/Bearsden/Milngavie corridor stating improved heavy rail frequency and a quality bus corridor identified as possible options.

The SDP states that given the significant levels of on-going investment in the strategic road, rail and public transport networks and the city deal projects, it is proposed that Clydeplan, Transport Scotland and SPT undertake a strategic review of the west central Scotland area in order to consider areas for further study.

The SDP has a specific policy for creation of a strategic walking and cycling network. Furthermore Clydeplan discusses the importance of enhancements to sustainable access to Glasgow Airport. Clydeplan also supports development of High Speed Rail to the city region in order to improve wider connectivity.

## 4. Local Policy

### 4.1 Local Outcomes Improvement Plan


<b>Local Outcomes Improvement Plan</b>	 sustainable thriving achieving <b>East Dunbartonshire Council</b> <a href="http://www.eastdunbarton.gov.uk">www.eastdunbarton.gov.uk</a>
<b>Local Policy</b>	<b>2017 – 2027</b>

The East Dunbartonshire Local Outcomes Improvement Plan (LOIP) sets the outcomes that the council wants to achieve in conjunction with the people and communities of East Dunbartonshire. The LOIP 2017-2027 reiterates the strategic direction, priorities and outcomes which have been agreed for delivery with community planning partners. The Plan is based on a robust analysis of local need, evidenced through engagement with local people and communities together with data taken from the 2011 Census and Scottish Index of Multiple Deprivation.

The LOIP sets out 6 local outcomes that aims to achieve the best with the people of East Dunbartonshire. The LTS can potentially support all the outcomes indirectly, but can directly support the following 3 outcomes.

- East Dunbartonshire has a sustainable and resilient economy with busy town and village centres, a growing business base, and is an attractive place in which to visit and invest.
- Our children and young people are safe, healthy and ready to learn
- East Dunbartonshire is a safe place in which to live, work and visit
- Our people experience good physical and mental health and wellbeing with access to a quality built and natural environment in which to lead healthier and more active lifestyles

#### 4.2 East Dunbartonshire Council – Local Transport Strategy 2013-2017

<b>Local Transport Strategy</b>	
<b>Local Policy</b>	<b>2013 – 2017</b>

The East Dunbartonshire LTS was published in 2013. The LTS has three action plans, one for active travel, one for public transport and a third for roads and parking.

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

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

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

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


The policy context chapter took account a range of national, regional and local policy documents published prior to 2013.

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

The LTS highlighted seven transport objectives:

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

#### 4.3 East Dunbartonshire Council - Active Travel Strategy – 2015-20120

<b>Active Travel Strategy</b>	
<b>Local Policy</b>	<b>2015 – 2020</b>

East Dunbartonshire Council's Active Travel Strategy was published in December 2015 and contains a comprehensive active travel network review as a background report. The ATS sets out two action plans; one related to Infrastructure and another related to behaviour change. The ATS will form a significant part of the LTS and will in particular ensure that active travel actions will link effectively with other modes of transport, both public and private.

Given the recent publication of this work, it should not be necessary to reproduce the same work but use findings that arose through the ATS process to inform the LTS. The ATS aims to be consistent with government and regional targets and aspirations while also bearing in mind results from the recent Route Corridor Studies.

The ATS carried out a comprehensive network review along with a SWOT analysis before producing two actions plans that were directly linked to the strategy aims. The ATS has the following aims:

1. Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.
2. Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards.
3. Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

Aim 1: Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.

The strategy's first aim focuses on increasing the number of journeys made by walking and cycling and explicitly mentions the need to facilitate journeys, which implies carrying out works to actually enable active travel. This aim identifies increasing everyday journeys but also leisure journeys.



Aim 2: Deliver a connected network of active travel routes and infrastructure.

The second aim explicitly mentions delivery of a more connected network and reduces the risk of the strategy generating projects which fail to address gaps in the existing network. Successful delivery of this aim is likely to act as an enabler for those considering using active travel for everyday journeys but currently do not. It is likely to make a positive contribution to delivery of the overall vision for active travel in the authority area.

Aim 3: Facilitate delivery of behavioural change, through activities such as training and promotion of active travel

The third aim acknowledges the need to make active travel easier for people to undertake in order to deliver widespread behavioural change. This aim identifies that measures such as programmes of training and promotion need to be carried out in tandem to ensure both those who require training and those who simply need more information to enable them to walk or cycle more are enabled.

The ATS is committed to producing a monitoring report every two years.

#### 4.4 East Dunbartonshire Council – Local Development Plan

<b>Local Development Plan</b>	
<b>Local Policy</b>	<b>2017 - 2022</b>

The Local Development Plan sets out a strategy for land use in East Dunbartonshire and provides a set of policies used to determine planning applications. The LDP outlines the Council's approach to adopting an integrated approach to development, land use and transport, and supports the enhancement of a sustainable transport system that will facilitate economic growth and fulfil the area's development needs. In particular, new developments require to be

well served by frequent and accessible public transport services, and walking and cycling infrastructure to ensure that a range of sustainable, practical and healthy travel options are enjoyed by people who visit, live or work in East Dunbartonshire.

The Plan states that:

- Development should be directed to locations where, in line with Scottish Planning Policy the need to travel is reduced, there are already existing public transport services and active travel routes, and the effect on air quality is minimised.
- Development should not have a detrimental effect on strategic road or rail networks, public transport or active travel infrastructure. When development is likely to have a significant adverse effect on the transport network, proposals should include provision for associated infrastructure or measures that will relieve pressure on the network and mitigate against negative impacts.
- In order to deliver this infrastructure all significant proposals for travel-generating uses are expected to be accompanied by a comprehensive transport assessment and travel plan which outlines measures required to mitigate impacts of developing the site on the wider network. Such infrastructure should be provided as part of the development by the developer and/or through a planning obligation.
- An Air Quality Assessment should be carried out when a development is likely to cause detrimental effects on air quality, especially if affecting existing Air Quality Management Areas. Furthermore, the provisions of air quality management plans will be a key consideration in assessing proposals with potential to impact on local air quality in these areas.

#### 4.5 East Dunbartonshire Council – Core Path Plan

<b>Core Path Plan</b>	
<b>Local Policy</b>	<b>2009</b>

The development of the Core Path Plan was carried out in terms of the Land Reform (Scotland) Act 2003 and the associated guidance. Over 1000 East Dunbartonshire residents, representative of all communities, were involved in the early consultation process which identified the routes to be considered for inclusion. The routes were then assessed against a series of criteria and in consultation with East Dunbartonshire Access Forum, the Draft Core Path Plan was drawn up. These were considered by the Access Panel and the Council and the necessary modifications made to the Plan.

A Core Path can be a remote and grassy path or black tarmac and urban. Not every path in East Dunbartonshire is adopted as a Core Path. Core Paths are well used, connect people to where they want to go and connect to each other. The Core Path network forms a strong skeleton of routes. Those paths not designated as Core Paths flesh out this skeleton, completing the network and fulfilling important roles as local paths. As with other Core Paths Plans across Scotland not every user will be able to use every Core Path. However, the aim is to ensure that the least restrictive boundary crossings and access points will be installed on our Core Paths. To help people navigate the network, Core Paths are signposted and are promoted.

The Land Reform (Scotland) Act 2003 states that a Core Path Plan should be “sufficient for purpose”. The extent of the path network has been established by the views expressed during public consultation.

A number of principles underpin the EDC Core Path Plan:

- The Core Path Network will bring our communities together. Paths will start and finish near where people live. Paths will link people to their town centres, work places and schools.


- Through time each Core Path will be sign posted at key access points and the least restrictive access option will be used where gates and barriers are required.
- Core Paths will be “fit for purpose”. This means that a path should be of a standard appropriate for the anticipated users and location. A Core Path in the Campsie Fells can be a simple sheep track while an urban Core Path may have street lighting and bitumen surface.
- The Plan is the foundation for building our path network - a network that will provide many benefits. Most importantly it will secure a fundamental entitlement, the freedom to walk unimpeded through our towns, villages and countryside.
- The Forth and Clyde Canal, Allander/Kelvin Way, and the Strathkelvin Railway Path provide the basic scaffolding for the Plan. Connecting into this are the second tier of routes identified as having special importance to local communities. The network is fully fleshed out by local or less used routes that will not be Core Paths but contribute in their small way to the greater plan.

The CPP has a defined set of objectives:

- The Core Path plan will provide for walkers, cyclists, and horse riders of all abilities.
- The Core Path Plan will improve the health and well-being of our communities by delivering a path network that gives everyone opportunities for uncomplicated everyday physical exercise.
- The Core Path Plan will support the reduction of traffic congestion and pollution by providing everyone with opportunities to make journeys on foot and by bike.
- Building on the growth in walking and cycling, the Core Path Plan will support local business by bringing visitors to the area, using our key routes such as the West Highland Way, the Forth and Clyde Canal and the Campsie Hills as destinations.
- The Core Path Plan will support good farming and land management and minimise irresponsible behaviour by proactively managing access to the countryside.

Each path was selected following careful public consultation and a consideration of the Core Path selection criteria. The Land Reform (Scotland) Act 2003 (sections 17 – 20) set out that each Local Authority must draw up a Core Paths Plan that “provides the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. This basic framework of routes will link into and support wider paths.” The Council believes that this Core Paths Plan gives the people of East Dunbartonshire a path network that enhances the daily quality of life and provides in many cases, feasible travel options as well as leisure routes.

#### 4.6 East Dunbartonshire Council – Economic Development Strategy

<b>Economic Development Strategy</b>	
<b>Local Policy</b>	<b>2017-2020</b>

The 2017-2020 Economic Development Strategy sets out four priorities of; Town and Village centres, Business Support and Growth, Increasing Tourism and Sustainable Development. The objectives for these priorities which the LTS will contribute towards are outlined below:

##### **Town and Village Centres**

Objective 2 – Creating places that are active, accessible and attractive by ensuring towns are physically appealing, pedestrian friendly, well-connected to local assets and have good quality spaces and infrastructure.


##### **Increasing Tourism**

Objective 9 – Investigating the economic benefit generated from local tourism assets, benchmarking from other areas, and using this knowledge to develop and improve tourism infrastructure and assets.

##### **Sustainable Development**

Objective 11 – Attracting pedestrians and cyclists into town centres by ensuring there are high quality parks and routes to surrounding areas nearby; and promoting behaviour change initiatives for active travel, reducing reliance on cars and carbon emissions

#### 4.7 East Dunbartonshire Council – Green Network Strategy

<b>Green Network Strategy</b>	
<b>Local Policy</b>	<b>2017 – 2022</b>

The GNS aims to protect and enhance the green network in East Dunbartonshire and has undertaken an opportunities mapping exercise in partnership with the Central Scotland Green Network Partnership which aims to identify clear opportunities for setting priorities for enhancement.

The GNS has close links with the Active Travel Strategy as some of the Active Travel network is clearly part of the green network. The ATS states that any new infrastructure will take cognisance of emerging priorities within the GNS and any new active travel infrastructure will be delivered to the highest environmental standards.

Policies within the next LTS will affect the green network and will take into consideration protected statuses identified through the GNS.

The GNS Ambition and Objectives are given below:

Ambition:

East Dunbartonshire is an attractive place to live, work and visit. It's built and natural environment improves the quality of lives, supports wellbeing and safe active travel, enables sustainable economic growth, improves connectivity and allows nature to flourish.

Aims:

- To contribute to the delivery of the vision and outcomes of the Central Scotland Green Network and Glasgow and Clyde Valley Green Network Partnership.
- To protect, enhance and expand the existing green network to realise a range of benefits including improved habitat connectivity, enhanced biodiversity value, improved access to greenspace and provision for active travel, enhanced health and wellbeing, and adaptation to the effects of climate change.
- A functioning and productive green network is seen as vital to society and the environment and measures to achieve this are incorporated into council policies and strategies. The value of the green network is considered in all decision making.

#### Objectives (by theme):

The objectives have been divided by theme reflecting the multifunctional nature of the green network. In order to deliver an effective and functioning green network, objectives under all themes will have to be realised. The actions and projects that form part of this strategy can only be deemed successful where they integrate objectives across all four themes.

#### Safeguarding biodiversity

1. Improve the quality and quantity of habitat connections and prevent further fragmentation
2. Support the delivery of the East Dunbartonshire Local Biodiversity Action Plan and take into account the priorities and actions within neighbouring Local Biodiversity Action Plan, where appropriate.
3. Promote sustainable land and natural resource management practices that support and enhance biodiversity.
4. Promote the importance of biodiversity to society's health and wellbeing and encourage it to be accounted for at all levels of Council decision-making processes.

#### Mitigating and Adapting to a Changing Climate

1. Maintain and where possible improve the capacity of our natural environment to store carbon.
2. Support measures within the East Dunbartonshire Active Travel Strategy and emerging Sustainability and Climate Change Framework to reduce greenhouse gas emissions
3. Ensure new developments enhance the existing green network and promote the introduction of green infrastructure.
4. Realise opportunities for catchment scale, natural flood management

#### Supporting Sustainable Communities

1. Improve safe access to high quality open space and the wider countryside
2. Support development of Long Distance Routes and access to them to help connect East Dunbartonshire to the wider Central Scotland Green Network area and to provide connections between communities.


3. Support mental and physical health agendas and reduce health inequalities by encouraging outdoor exercise and developing positive associations with nature
4. Build community capacity and an appreciation of the green network by supporting opportunities for participation through volunteering, environmental education, training and skills development.

#### Enabling Sustainable Economic Growth

1. Provide attractive surroundings for business, including exploring the potential for green infrastructure and biodiversity-friendly management of open spaces, in order to stimulate economic growth, inward investment and jobs.
2. Promote an image of East Dunbartonshire as a place with excellent green assets that together represent a unique destination for tourism and day trips.
3. Support the development of local businesses and social enterprise to diversify the economy in line with the forthcoming Economic Development Strategy.



#### 4.8 East Dunbartonshire Council - Carbon Management Plan 2015-2020

<b>Carbon Management Plan</b>	
<b>Local Policy</b>	<b>2015 - 2020</b>

The CMP outlines how the Council will aim to reduce its corporate emissions over a set time period. All local authorities are expected to produce this document and provide figures for estimated emission reductions for respective measures. The CMP covers Council emissions only and does not account for emissions created by other public sector organisations, the private or third sectors.

The latest East Dunbartonshire CMP introduced a new baseline year of 2012/13, where 32,420 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e) were emitted from the use of electricity, natural gas, other fuels and transport (fleet and business travel) and from waste disposal. A target has been set to reduce the Council's total annual carbon footprint by 20% in relation to the baseline year, by the end of financial year 2019/20. Reductions will be achieved through a range of projects including renewables installations, fleet management initiatives and street lighting replacement, supported by a range of 'enabling measures' including policy development support and procurement processes.

The CMP identifies the Council's 2013/14 total CO<sub>2</sub> emissions. 11% of this was comprised of vehicle emissions from council vehicles. The CMP clearly makes the statement of the plan's target as:

East Dunbartonshire Council will reduce its annual carbon footprint by 20% by the end of 2019-20 compared to the 2012/13 baseline carbon footprint.

Chapter 4.2 lists current projects and other projects programmed to take place in the future that will contribute to achieving this target. For transport, the current projects are:

- Replacement of 21 fleet vehicles with reduced-emission models (2013/14)
- Replacement of 11 social and educational transport vehicles at Euro 4 standard with Euro 5 models (2014/15)


Planned future projects are:

- On-going fleet vehicle replacement (annual)
- Introduction of Eco-Driver training (planned for 2014-15)

The CMP also lists supporting activities, with the most relevant to transport being ‘staff travel planning’. The action states: “The Council’s Transport and Access Team includes a Transport Development Officer, whose remit includes facilitating staff transport to and from work by means other than private cars. While the biggest impact of this will be in relation to commuting patterns, which are currently excluded from the scope of this Plan, it is expected that business travel patterns will also benefit, with a move from use of personal cars for business mileage to the use of Council fleet vehicles (which are generally more carbon-efficient) and non-car-based travel.”

While reduction of the Council’s energy use is the main purpose of the CMP and electricity and gas consumption in buildings makes up most of the opportunities, there is significant scope for reducing emissions in the transport section through changes in the make-up and operation of the corporate fleet. Some of these measures are currently in place and others are due to commence over the lifetime of the plan.

#### 4.9 East Dunbartonshire Council – Culture Leisure and Sport Strategy

<b>Culture Leisure and Sport Strategy</b>	
<b>Local Policy</b>	<b>2016 – 2021</b>

The first combined strategy for culture, leisure and sport in East Dunbartonshire sets out the direction for culture, leisure and sport for at least the next 5 years by establishing an overarching ambition for provision within the area. The ambition is to be realised through a series of long-term objectives and key priorities for action. The strategy is intended as a high level document which identifies strategic and overarching issues however it does identify through the Action Programme key areas of work and who is responsible for ensuring that this work is undertaken.

The CLSS has the following ambition:

“Through strong partnership working East Dunbartonshire will be a place with first class culture, leisure and sporting opportunities where people enjoy fulfilled and active lives. East Dunbartonshire will be recognised as a leader in the provision of culture, leisure and sport making a significant contribution towards the Scottish Governments purpose of creating a more successful country.

We will further improve the health and wellbeing of our community by increasing participation in culture, leisure and sport. We will strengthen local partnerships and improve local infrastructure and facilities. We will safeguard and increase opportunities for all residents, workers, visitors and volunteers to take part. We will promote the benefits of participation in culture, leisure and sport and the opportunities available.”


It also has the objectives:

1. Increasing Participation for All
2. Improving Physical/ Mental Health and Well-being
3. Developing People
4. Maintaining the Quality of Our Existing Culture, Leisure and Sports (CLS) Offer & Maximising Opportunities

Objective 1 of the CLSS requires an effective transport network with good connections between settlements and good connections between residential areas and services such as museums, sports and leisure centres, libraries, theatres and other locations where residents participate in cultural, sporting or leisure activities.

Objective 2 relates to improved health and well-being. While transport generally facilitates participation in culture, leisure and sport, active travel can have a positive contribution to this objective and it allows people to integrate physical activity into participating in other activities.

#### 4.10 Local Air Quality Action Plans

<b>Local Air Quality Action Plans</b>	
<b>Local Policy</b>	<b>On-going</b>

Planning Guidance on air quality will be produced in 2018. The guidance will outline how developments will consider air quality issues and ensure any adverse effects of development through increased vehicle trips will be mitigated.

##### Draft Bearsden Air Quality Action Plan (2018)

In 2011, East Dunbartonshire Council declared an Air Quality Management Area in Bearsden. The draft Bearsden Air Quality Action Plan sets out a range of actions that aims to reduce harmful emissions that have an adverse effect on air quality.

The plan is currently under development and is subject to change but many of the actions within the draft plan are consistent with the Local Transport Strategy and the Active Travel Strategy.

##### Bishopbriggs Air Quality Action Plan (2012)

In 2005, East Dunbartonshire Council declared an Air Quality Management Area (AQMA) in Bishopbriggs. The Air Quality Action Plan considers measures that the Council could support to reduce emissions of NO<sub>2</sub> and PM<sub>10</sub> across the Greater Glasgow area as well as measures that the Council could implement to reduce emissions, particularly those from road traffic within East Dunbartonshire and particularly within the designated AQMA.

## 5. Summary

There are a wide range of national, regional and local strategies that are pertinent to the development of the next iteration of the East Dunbartonshire Council Local Transport Strategy. There are some common themes and principles arising from the review of these plans and strategies. It is worth restating the National Transport Strategy's three strategic outcomes, which the Scottish Government aims to work towards:

- Improved journey times and connections - to tackle congestion and lack of integration and connections in transport
- Reduced emissions - to tackle climate change, air quality, and health improvement
- Improved quality, accessibility and affordability - to give people a choice of public transport

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

Table 1 below summarises common themes emerging from the policy review across all the documents discussed:

**Table 1: Themes and Strategies**

Theme	Strategy Document
Reducing inequality	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS) EDC Local Transport Strategy EDC Active Travel Strategy EDC Core Path Plan EDC Proposed Development Plan EDC Local Outcome Improvement Plan EDC Culture Leisure and Sport Strategy
Transition to a Low Carbon Economy - Reducing emissions	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)

	<p>Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2),</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p> <p>EDC Green network Strategy</p> <p>EDC Carbon Management Plan 2015-2020</p>
Reducing congestion	<p>National Transport Strategy (2006 and 2015)</p> <p>National Walking Strategy (2014)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p>
Improving health	<p>National Transport Strategy (2006 and 2015)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>National Walking Strategy (2014)</p> <p>Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)</p> <p>EDC Active Travel Strategy</p> <p>EDC Core Path Plan</p> <p>EDC Green network Strategy</p> <p>EDC Local Outcome Improvement Plan</p> <p>EDC Emerging Air Quality Strategy and Local Air Quality Action Plans</p>
Improving integration	<p>National Transport Strategy (2006 and 2015)</p> <p>Cycling Action Plan for Scotland (CAPS)</p> <p>EDC Local Transport Strategy</p> <p>EDC Active Travel Strategy</p>
Enabling sustainable economic growth	<p>National Transport Strategy (2006 and 2015)</p> <p>EDC Local Transport Strategy</p>

	EDC Active Travel Strategy EDC Economic Development Strategy
Improving safety	National Transport Strategy (2006 and 2015) EDC Local Outcome Improvement Plan EDC Local Transport Strategy EDC Active Travel Strategy

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

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

For transport, the relevant themes which will allow East Dunbartonshire to contribute to the national, and regional goals of reduced inequality and improved competitiveness are:

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

## Local Transport Strategy

### Evidence and Data





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# 1. Introduction

This report provides detailed evidence and data information that has informed the East Dunbartonshire Council Local Transport Strategy process.

Route Corridor Studies which have been produced for the A803/806 and the A81 provide a relatively recent and multi modal assessment of the issues and potential solutions across the two main radial corridors in the local authority area. The A81 and A803/A806 studies therefore form a significant element of the evidence base for the Local Transport Strategy and in turn inform the proposed preferred options within the East Dunbartonshire Council 2018 Local Transport Strategy.

The first section within this report presents a summary of the area profile of East Dunbartonshire. This section includes a detailed analysis of the demographic profile of the area and an overview of the main settlement locations within East Dunbartonshire. The environmental profile of the area has also been described which includes; cultural heritage, biodiversity, woodland, landscape, water quality, air quality, material assets, climatic factors and material assets.

The background report has utilised a number of national, regional and local databases to provide detail of current transport statistics. These databases include; National Census Data, Transport Scotland's Scottish Transport Statistics and Transport and Travel in Scotland, Scottish Household Survey, Sustrans Hands Up Scotland Survey, Office of Rail and Road Annual Station Usage Estimates, as well as local data collection. Section 3 outlines national trends before detailing the trends in East Dunbartonshire and comparing these with regional and national results. The trends are outlined for Active Travel, Public Transport, Roads and Parking.

Local authorities are required to monitor local air quality and the final section provides data and evidence the current state of air quality within East Dunbartonshire.

The concluding section to this background report draws out the key issues highlighted throughout this report and highlights the common themes that will be carried forward in to the Local Transport Strategy process. A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis is also included in the concluding section, to provide a detailed overview of the transport network in East Dunbartonshire, the challenges that are faced and the areas that can be improved on.



## 2. Area Background

### 2.1 Area Profile

East Dunbartonshire is located towards the north western end of the Scottish central belt and lies to the north of Glasgow, south of Stirlingshire, west of North Lanarkshire and east of West Dunbartonshire. The authority area is approximately 77 square miles (20,172 hectares) in total land area and a large proportion of area is rural with the northern edge bound by the Campsie Fells and Stirling Council area with the Kilpatrick Hills to the west and West Dunbartonshire.

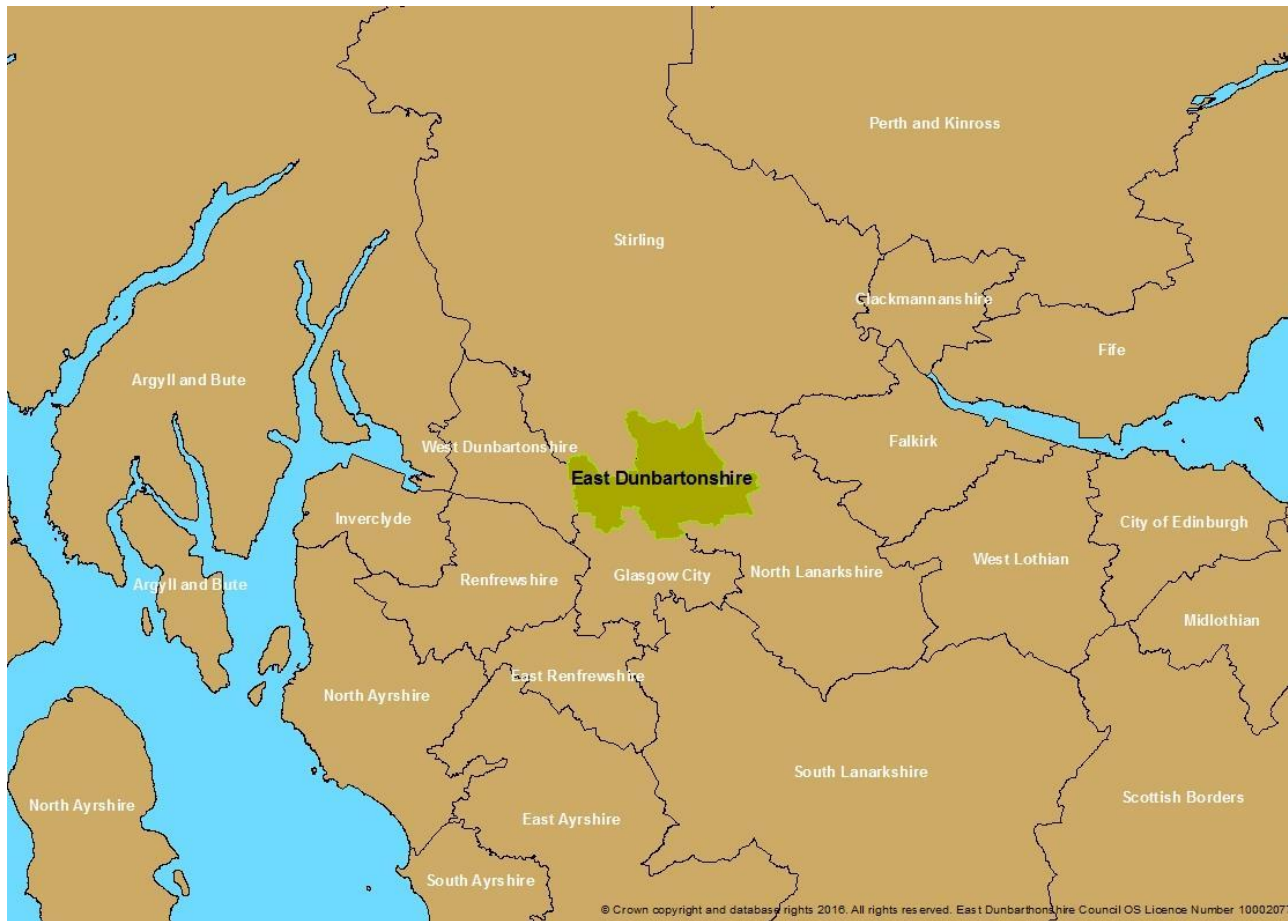


Figure 2.1 Location of East Dunbartonshire

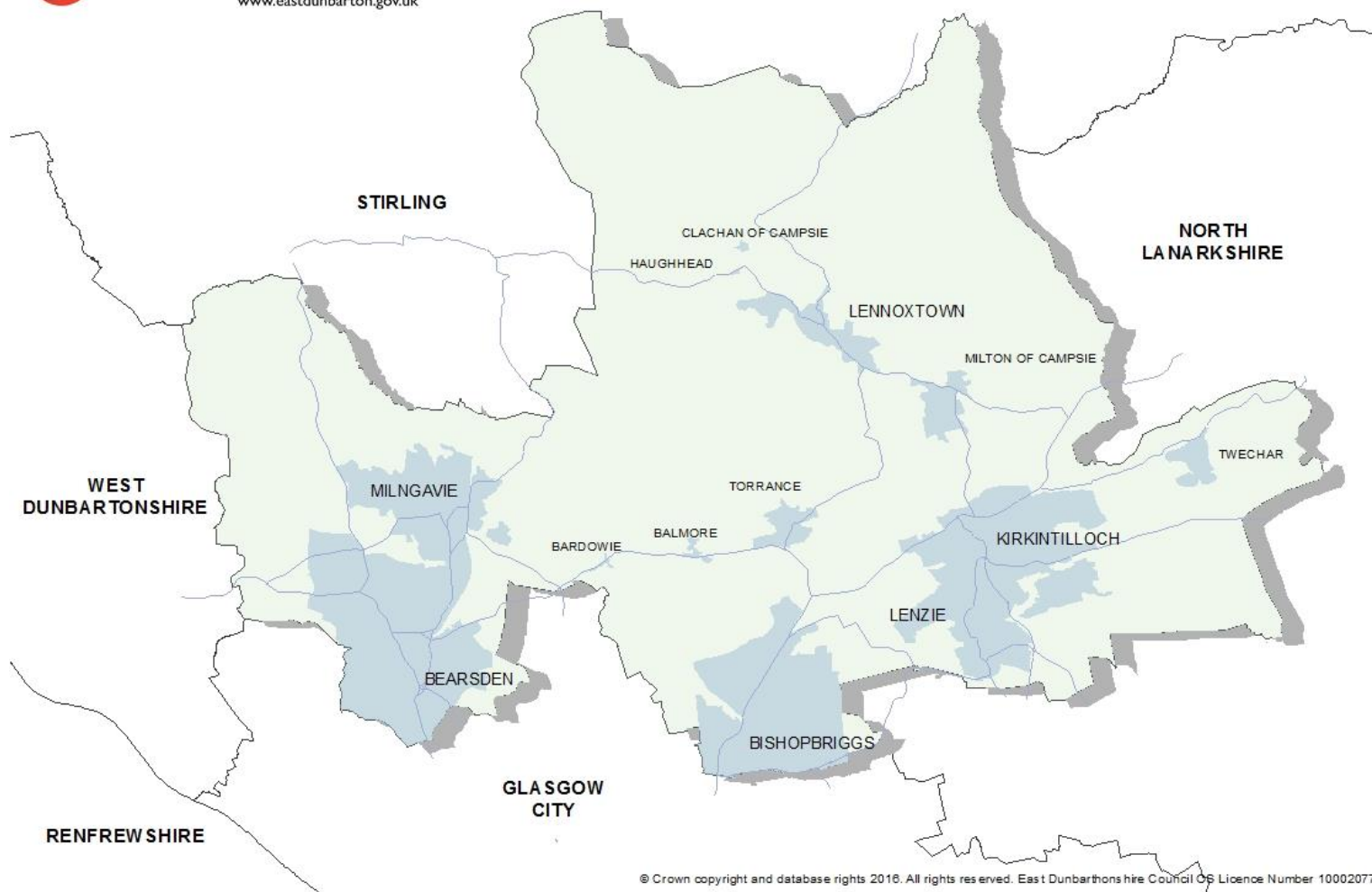


Figure 2.2 East Dunbartonshire

The area is characterised by four main settlements, Bearsden, Bishopbriggs, Kirkintilloch/Lenzie and Milngavie. There are also a number of villages in the north of the authority area – Lennoxton, Milton of Campsie, Clachan of Campsie, Haughhead, Torrance, Balmore, Bardowie and Twechar. The area's transport links are characterised by two major transport corridors, the A81 Milngavie/Bearsden/Glasgow corridor and the A803/A806 Kirkintilloch/Bishopbriggs/Glasgow corridor. Both of these corridors have rail lines linking East Dunbartonshire communities with the two central Glasgow rail stations. The A803/A806 corridor is served by rail stations at Bishopbriggs and Lenzie with services terminating at Glasgow Queen Street, the A81 corridor is served by stations at Milngavie, Hillfoot, Bearsden and Westerton with services from Milngavie to Glasgow Queen St, Glasgow Central and Edinburgh.

## 2.2 Demographic Profile

The most recent Census in Scotland was conducted by National Records of Scotland and took place during March 2011 and involved around 2 million households. All released data is available on the Scotland's Census website<sup>5</sup>. According to the 2011 Census, East Dunbartonshire has an estimated population of 105,026, a decrease of 3,217 (-3%) since the 2001 census. In contrast Scotland's population increased by 5% since the

last census, this represents the fastest growth rate between two censuses in the last century.

East Dunbartonshire has a decreasing and ageing population. This is highlighted through the population projections in 2012 that by 2037 East Dunbartonshire's population will be 98,696 with a large increase in the 75+ age group and a projected decline of 13% of the under 16 age group in comparison to the 2012 population statistics. The number of people aged over 65 years old is forecast to increase by 11,500 people between 2012 and 2037.

Areas of Hillhead and Lennoxton are within the top 15% most deprived Scottish Index of Multiple Deprivation (SIMD) data zones in Scotland. Generally the health of the residents of East Dunbartonshire is good. A high percentage of East Dunbartonshire residents (84.9%) reported in the 2011 Census that their health was very good or good, 2% higher than the Scottish average.

The percentage of economically active people living in East Dunbartonshire has decreased over recent years; however, this percentage is still higher than both the Scottish and British national averages.

Key Findings from the census are shown below in Table 2.1

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<sup>5</sup> <http://www.scotlandscensus.gov.uk/>

Table 2.1 Census Key Findings

Key Findings	
1	Since 2001, the population of East Dunbartonshire is estimated to have decreased by 3,217 people (-3%). Over the last ten years there has been a decrease in the number of children aged 15 and under. The highest increase was in the 60-64 age group. This follows the projected population trend of an ageing population highlighted in the most recent population projections
2	The Registrar General for Scotland's most recent population projections suggest that the population of East Dunbartonshire will decline by nearly 7% over the next 25 years. The overall projected population change is a result of a combination of natural change (the difference between the number of births and deaths) and migration. Based on these projections, by 2037, 16% of the population will be under 16 years of age, 50% will be aged 16-64, 33% aged 65 and over and 19% will be aged 75 and over.
3	According to National Records of Scotland, male and female life expectancy was highest in East Dunbartonshire. Males in East Dunbartonshire can expect to live for 80.5 years, nearly four years longer than the Scottish average. Females can expect to live for 83.9 years, nearly three years longer than Scotland as a whole. A high percentage of East Dunbartonshire residents (84.9%) reported in the Census that their health was very good or good, 2% higher than the Scottish average.
4	The 2011 Census shows that 4.2% of East Dunbartonshire's population were from a minority ethnic group, an increase of around 1% since the last census in 2001. The Asian population is the largest minority ethnic group (3.3%) in East Dunbartonshire. Within this, Indian is the largest individual category, accounting for 1.5% of the total population.
5	There were variations in the tenure of households by council area. East Dunbartonshire was one of only two local authorities where more than 80% of households owned their property (81.2%), this is 20% higher than the Scottish average of 61.6%. East Dunbartonshire also had a high percentage of car ownership across the area with 43.1% of households with access to one car or van and 30.2% with two cars or vans available for use. The majority of residents across East Dunbartonshire travelled to work or study by driving a car or van (45%), nearly 5% higher than the Scottish average.
6	Across East Dunbartonshire there were 28.4% one person households. East Dunbartonshire and Dumfries & Galloway had the highest proportion (11% of all households, 5,000 and 7,000 respectively) of households with all aged 65 and over families.
7	Employment is high with figures from NOMIS showing that East Dunbartonshire has a high percentage of people in employment (73.9%), nearly 2% higher than the Scottish average. However, there has been a slight decrease in the percentage of people in employment between 2013 and 2014 from 77.2% to 73.9%. Unemployment has remained stable with a very slight increase (0.1%) between 2013 and 2014 to 5.0%, just over 2% lower than the Scottish average.
8	Attainment and school leaver destinations are high across East Dunbartonshire. During 2012/13, 98.3% of pupils in East Dunbartonshire gained English and Maths at SCQF level 3 or above, 4% higher than the Scottish average (94.3%). The results of the school leaver destination return showed 93.1% of school leavers in a positive destination (higher education, further education, employment, voluntary work or training) in 2011/12 with this figure rising to 95.6% in 2012/13.
9	According to National Records of Scotland's recent Migration Report, East Dunbartonshire experienced a population increase due to in-migration combined with a very low natural change. During 2012/13 there was an estimated total net migration into East Dunbartonshire of 3,507 people and a total net migration out of 3,400 people resulting in a positive total net migration of 107 people. The first positive migration since 1994/95 was seen in 2011/12 (263 people). There has been a further positive net migration of 107 in 2012/13.

### **National Census – East Dunbartonshire**

East Dunbartonshire's population has decreased by 3% over the last 10 years and is projected to fall by 7% over the next 25 years. In summary, East Dunbartonshire is characterised by an aging population with a higher than average proportion (11%) of households aged over 65, there is also a high proportion of one person households. The area displays levels of high car ownership, high life expectancy, high homeownership rates, higher than average employment rates, high school attainment levels and high levels of commuting to work by private car. It is considered an affluent and desirable place to live with comparatively high standards of living. However the high car ownership rates and high employment rates along with the fact that many workers commute to Glasgow daily, creates many transport challenges specific to East Dunbartonshire.

Despite relative levels of affluence, there are some pockets of deprivation within East Dunbartonshire. Ward 8 Kirkintilloch East & Twechar is the most deprived of the Wards. The 2011 Census results show Kirkintilloch East & Twechar had the lowest percentage of owned homes and the highest percentage of council rented (16.6%) and other social rented (17.7%) accommodation compared to other Wards and East Dunbartonshire as a whole. It also had the highest percentage of those aged 16-64 claiming job seekers allowance (4.9%) compared to other Wards and double that of East Dunbartonshire as a whole (2.4%).

The census highlighted that the highest percentage of residents reporting their health as bad or very bad (7%) and their day to day activities limited

because of a health problem or disability (11.2%) were found in the Kirkintilloch East & Twechar Ward. In contrast, 50% of homes in Bearsden South were owned outright, 11% higher than Kirkintilloch East & Twechar. Bearsden South also had the lowest percentage of council rented (1.4%) and other social rented (0.1%) accommodation compared to other Wards. Bearsden North had the lowest percentage of those aged 16-64 claiming job seekers allowance (1%) and the lowest percentage of residents reporting their general health as bad or very bad (2.6%).

### **Communities**

This review makes use of the Understanding Scottish Places (USP) tool which provides data and demographic profiles of all Scottish towns as a toolkit for town planning. The toolkit is provided by the Scottish Government and developed by Stirling University. USP categorises towns in the context of: geography, demographic, size and inter relationship status. USP describes towns' type as determined by the USP typology. The typology groups Scottish towns based on socio-demographic characteristics using data from the 2011 census and size classification. <sup>6</sup>

The following table shows each town/village and associated characteristics -

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<sup>6</sup> <http://www.usp.scot/StaticPage/Methodology>

**Table 2.2 East Dunbartonshire towns/villages**

Location	Population	Age	Housing (generally associated with)	Income	Education/Employment	Car Ownership
<b>Bearsden</b>	~27,237	Large proportion are over 45, with many retired.	Private, high cost and quality	Much higher than average	~ 48% of residents have a degree or higher degree. High proportion of people in professional employment	Many residents own 2 or more
<b>Bishopbriggs</b>	22,870	Large proportion are over 45, with many retired.	High home ownership rates	Generally high incomes	High levels of professional employment and education	Many residents own 2 or more
<b>Kirkintilloch</b>	19,689	The number of older couples with no children is higher than average	Wide range of housing	Prevalence of higher income	Mix of professional and non-professional jobs. Part-time and self-employment are both important for a significant proportion of residents. Mix of those with higher and lower educational attainment	Not as high as some of the other ED towns.
<b>Milngavie</b>	12,948	Large proportion are over 45, with many retired.	Private, high cost and quality	High incomes	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Households with two or more cars is higher than average
<b>Lenzie</b>	8,415	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people in professional employment. High proportion of residents with high education levels	Many residents own 2 or more
<b>Lennoxtown</b>	4,094	The number of older couples with no children is higher than average	Wide range of housing	Socioeconomic status is higher than in other kinds of town	Mix of professional and non-professional jobs. Part-time and self-employment are both important for a significant proportion of residents.	Car ownership is low (27.2% with no car)



Location	Population	Age	Housing (generally associated with)	Income	Education/Employment	Car Ownership
					Mix of those with higher and lower educational attainment	
<b>Milton of Campsie</b>	3,889	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Many residents own 2 or more
<b>Torrance</b>	2,375	Large proportion are over 45, with many retired.	Prevalence of private housing, many people own their home	Prevalence of higher income	High proportion of people are in professional employment. High proportion of residents are educated to HNC level or above	Many residents own two or more
<b>Twechar</b>	1,161	Large proportion area over 45, with the main group being aged 45-64	Social and council housing are relatively common	Prevalence of higher income	Higher level of unemployment Manufacturing and construction are typically the dominant forms of employment. Educational attainment is low	Car ownership is low (34.2% with no car)

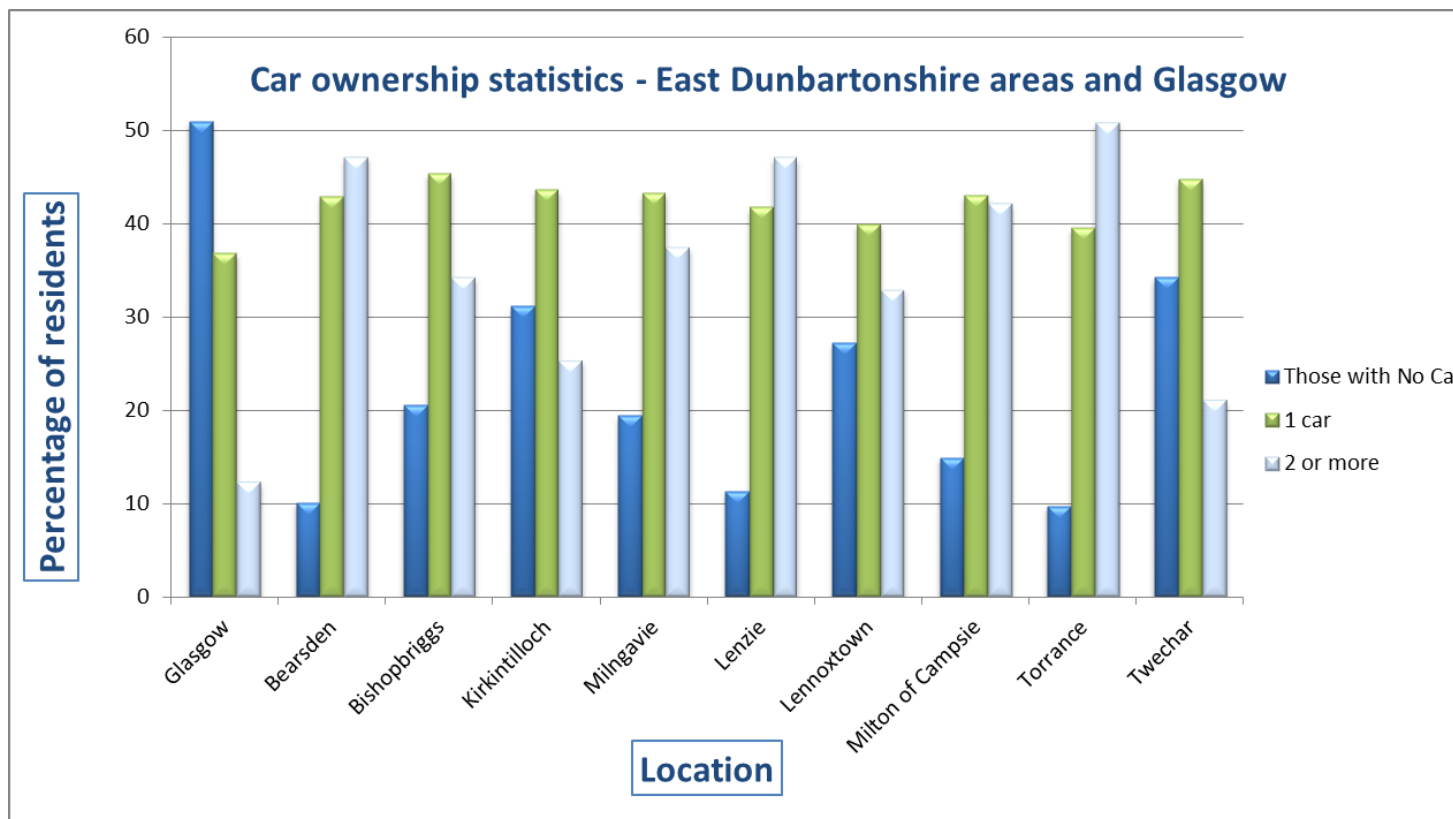


Figure 2.3 Car ownership statistics

Figure 2.3 displays the car ownership statistics for each settlement in East Dunbartonshire. It shows the percentage of residents who own 1 car, 2 or more cars and those who do not own a car. The statistics for the city of Glasgow have also been included to allow a comparison to be made. In general terms, the settlements in East Dunbartonshire have much higher levels of car ownership than in Glasgow, with Bearsden in particular having very low levels of no car ownership (10%).

## 2.2 Environmental Profile

### Cultural heritage

Listed Buildings and Conservation Areas contribute to the character and local distinctiveness of East Dunbartonshire. Through appropriate management and enhancement, where necessary, the character of these assets can be further promoted. The varied and rich historic built and natural environment in East Dunbartonshire should be a vital consideration for the LTS. It will further consider the role and impacts of the transport network to the setting and value of the Antonine Wall, as well as consider how improvements to the network will impact on its value. Requirement to protect the Forth and Clyde Canal, as a main water body, a Scheduled Ancient Monument and a route corridor, will be a consideration for the LTS.

East Dunbartonshire has: -

- 1 UNESCO World Heritage Site; the Antonine Wall. A buffer zone has been identified around the Wall to help protect its setting. This is set out within the Antonine Wall Management Plan 2014-19 which was developed by Historic Scotland in partnership with East Dunbartonshire Council, Falkirk Council, North Lanarkshire Council, West Dunbartonshire Council and Glasgow City Council.
- 43 Scheduled Monuments; In particular the Forth & Clyde Canal is made up of a series of Scheduled Monuments.
- 181 Listed Buildings, including; five bridges, five mileposts, one horse trough and Milngavie Railway Station. The Luggie Water Aqueduct and Bridge, Kirkintilloch, is Category A.
- 15 Conservation Areas (4 of which are designated as outstanding)
- 21 Townscape Protection Areas

- 3 sites recommended as having the potential for meeting national inventory standards as Gardens and Designed Landscapes. 30 such sites have also been identified as having local value.

### Biodiversity

Biodiversity, Flora and Fauna are important considerations for the LTS. The implementation of the LTS will have a direct influence on species and habitats throughout East Dunbartonshire through transport network improvements and enhancements. The impacts of such improvements will be assessed through the SEA process and impacts avoided, reduced or mitigated where necessary. This will be particularly significant to those species and habitats that are priorities, vulnerable and/or protected. The variety of biodiversity, flora and fauna in East Dunbartonshire contributes to its scenic value. This possesses a valued interest for economic benefits in terms of increased tourism to the area. It is important that native woodland is managed and protected and any measures included within the LTS will be sensitive to this consideration. Development could potentially lead to the loss or fragmentation of protected habitats and result in impacts to protected species. Any access proposals related to development will ensure that fragmentation of protected species will be considered.

It should be noted that East Dunbartonshire has: -

- 6 Sites of Special Scientific Interest (SSSI)
- 2 Regional Scenic Areas
- 34 Local Nature Conservation Sites (LNCS) designated for their geo-diversity value.
- There are networks of Local Nature Conservation Sites (LNCS) in East Dunbartonshire. There are 79 LNCS designated for their biodiversity value. These include; the Forth & Clyde Canal, The John Muir & Thomas Muir Way from Kirkintilloch to Clachan of Campsie, the Main Line Railway and disused railway lines such as

Balmore to Torrance to Kirkintilloch. There are 14 new sites proposed.

- 350 Tree Preservation Orders
- 3 Local Nature Reserves (LNR) – Merkland LNR, Lenzie Moss LNR and Kilmardinny Loch.

There are a number of Protected Species identified in East Dunbartonshire (including those with former Species Action Plans, priority species and lesser priority species). This includes a number of European Protected Species such as Otters, Badgers and Water Vole. Several Invasive Non-Native Species (INNS) have been identified in East Dunbartonshire such as Japanese Knotweed.

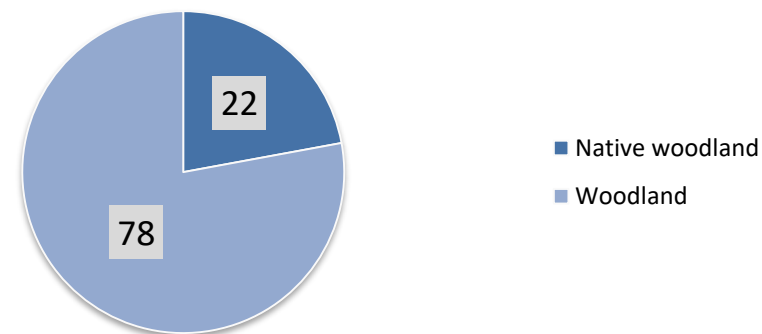
The local habitats in East Dunbartonshire that have been prioritised under the previous iteration of the Local Biodiversity Action Plan are:

- Urban
- Rural
- Woodland
- Wetland

#### Woodland in East Dunbartonshire (4.8% of total land area):

Figure 2.4 shows the different types of woodland there are in East Dunbartonshire, including 22% of native woodland before going on to show the distribution of the 3 main types of native woodland. The 3 main types are; lowland mixed deciduous, wet woodland and upland birchwoods.

### Proportion of woodland that is native (%)



### Different types of native woodland (%)

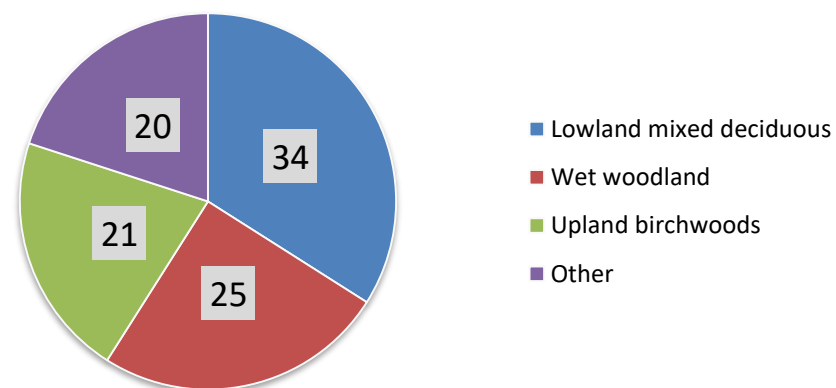


Figure 2.4 Woodland Types

## **Landscape**

The district is characterised by five main types of landscape character: Drumlin Foothills; Rolling Farmland; Broad Valley Lowland; Rugged Moorland Hills; and urban areas. The topography of East Dunbartonshire is generally low lying, undulating land with the exception of two of the Local Landscape Areas; the Campsie Fells and the Kilpatrick Hills to the North and West of the district respectively. East Dunbartonshire has a total of 973.46 hectares of urban open space; the greatest proportion of which is classified as semi-natural green space and regional green space.

The green belt is clearly defined in the Local Development Plan and covers the entire area of East Dunbartonshire, with the exception of the upland and urban areas; its objectives include maintaining the character and distinctiveness of the area's settlements. There are a number of Local Landscape Areas (LLA) within the East Dunbartonshire Council boundary area including the Campsie Fells and Kilpatrick Hills.

## **Water Quality**

The water in East Dunbartonshire is a vital resource. The management and control we have over this resource has major implications on a number of factors, including water quality, biodiversity and human health. The impact of increased footfall across various different networks should be considered in order to prevent a decline in water quality. This is particularly vital to main water bodies in East Dunbartonshire such as the Forth and Clyde Canal and the River Kelvin. Enhancements to the transport networks in close proximity to river networks have the potential to impact on and deliver improvements to water quality and morphology, with added benefits of creating new or improved habitats.

The main watercourses within East Dunbartonshire are the River Kelvin, Glazert Water, Allander Water, Luggie Water, Forth and Clyde Canal and Bothlin Burn. East Dunbartonshire also has two reservoirs in Milngavie

and a number of other small dams in various locations throughout the area, which are of significant value to the surrounding area.

From the 2009-2015 River Basin Management Plan cycle, East Dunbartonshire had:

- 5.52 km of good quality watercourses
- 33.82 km of watercourses with good ecological potential
- 16.01 km of moderate quality watercourses
- 19.88 km of watercourses with moderate ecological potential
- 48.19 km of watercourses with poor ecological potential
- 17.32 km of poor quality watercourses
- 28.31 km of watercourses with bad ecological potential

## **Air Quality**

Emissions from transport have been identified as the main contributor of air pollution in East Dunbartonshire, specifically, Nitrogen Oxide (NO<sub>2</sub>) and PM<sub>10</sub> (particulates). The busiest routes that are of concern in relation to air quality within East Dunbartonshire are; the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. There are currently two Air Quality Management Areas (AQMA) declared within East Dunbartonshire, Bishopbriggs (declared in 2005) and Bearsden (declared in 2011), both of which were declared an AQMA after several years of exceeding national NO<sub>2</sub> and PM<sub>10</sub> objective levels.

## **Climatic Factors**

The largest proportion of CO<sub>2</sub> emissions in East Dunbartonshire is attributable to domestic emissions. Flooding has been an issue in the Kelvin Valley for many years with the most recent flood events occurring in 1994 and 2005. The main areas of concern for potential flooding are

the River Kelvin and its tributaries – the Allander, Glazert and Luggie Waters.

East Dunbartonshire only has one operating landfill (Inchbelle Quarry, Kirkintilloch) but is only used for the disposal of inert materials, mainly construction materials. All household and commercial municipal waste is transferred to landfills in North Lanarkshire. Therefore, there is minimal methane produced from landfill within East Dunbartonshire to impact on climate change.

### **Material Assets**

East Dunbartonshire is supplied by various levels of transport infrastructure, through well serviced rail networks, bus routes encompassing the whole district and the various road networks that link settlements within East Dunbartonshire together with providing routes out with the district. There are 57km of A class roads, 47km of B class roads and 34km of C class roads. This amounts to 27% of the road network. There are 377km of unclassified roads.

East Dunbartonshire has a large network of Core Paths and public open spaces which provide opportunities for recreation. Some of these also provide active travel routes from residential areas to services and places of work and study. There are 99 Right of Way paths in East Dunbartonshire of the highest classification. There are also 82 'other' Rights of Way which are classified as paths that have ceased use, have been partially built on or overgrown.

East Dunbartonshire has 8 'Scotways' Heritage Paths and 2 other Heritage Paths have been designated by East Dunbartonshire Council.

Through the East Dunbartonshire Council area, there are a number of different cycle routes including traffic-free routes, both off and on the

National Cycle Network, and on-road routes that are not on the National Cycle Network. Many of these routes are regional/cross-boundary and provide links to Loch Lomond, Glasgow, Stirling, Falkirk and Edinburgh.

Studies into housing requirements have indicated that East Dunbartonshire has one of the highest net needs for affordable housing, compared to other Scottish Local Authorities. The Local Development Plan identifies the location of new development proposals with potential for changes to transport infrastructure/routes



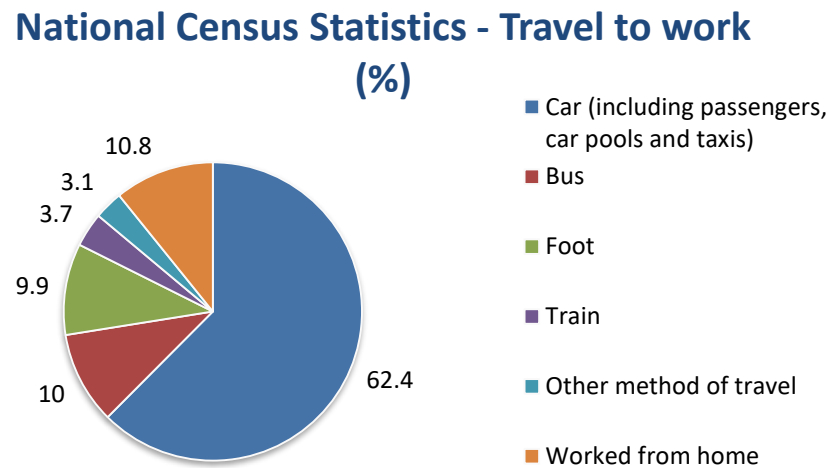
### 3. Data Review

#### 3.1 National Transport Statistics

##### Overview – National Data

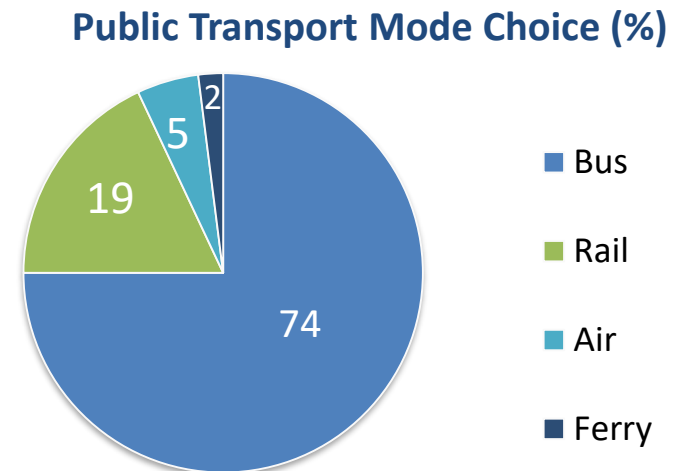
The National Census 2011 asked the main mode of travelling to work, Figure 3.1 shows how workers travel to work in Scotland.

**Figure 3.1 National Census- Travel to work**



525 million public transport journeys were made by bus, rail, air and ferry in Scotland in 2017-18. Figure 3.2 shows the modal split of these journeys.

**Figure 3.2 Transport Scotland – public transport statistics**



Over the last five years there have been increases in car, air, rail and ferry passenger numbers and distance cycled, while there has been a fall in bus passengers, as illustrated in Table 3.1.

Table 3.1 – National passenger statistics

	<b>2017-2018</b>	<b>% Change over 1 year</b>	<b>% Change over 5 years</b>
<b>Car Traffic (million/veh km) on all roads</b>	36,362	+2	+5.3
<b>Pedal Cycles (million/veh km) on all roads</b>	290	+0.7	-6.5
<b>ScotRail Passengers (millions)</b>	97.8	+3.8	+17.4
<b>Bus Passengers (millions)</b>	388	- 1.5	- 7.6
<b>Air Passengers (millions)</b>	28.8	+7.1	+29.8
<b>Ferry Passengers (millions)</b>	10.3	+1.8	+5.7

Table 3.1 shows there has been a 1.5% drop in bus passenger numbers from the previous year and a 7.6% drop over the past 5 years. Over the last 5 years, bus vehicle kilometres have dropped by 2%, bus fleet sizes have reduced by 10% and the number of staff employed in the bus sector has fallen by 2%.

In 2017, 2.96 million vehicles were licenced in Scotland, which is the highest ever level. There are 56,364km of public road in Scotland, with 7% of this being made up by trunk roads. 48 billion vehicle kilometres were travelled on Scotland's roads in 2017, which is the highest ever level. 146 people were killed and 1589 were seriously injured on Scotland's roads in 2017. There has been a 42% fall in road accident injuries over the last decade.

8.6% of UK greenhouse gas emissions are accounted for by Scotland, with 37% of Scottish emissions accounted for by transport. Average CO<sub>2</sub> emissions from new cars has reduced by 26% over the last ten years. There has been a 9-fold increase in the number of ultra-low emission vehicles registered in Scotland between 2014 and 2018. 7,509 new electric and hybrid vehicles were registered in 2017 which is 57% more than 2015.

Transport Scotland publishes the Transport and Travel in Scotland (TATIS) publication annually which includes information on households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to local services.

The Scottish Household Survey also provides a range of other transport-related information that can be used to understand travel patterns and choices across Scotland as well as monitoring progress on Scotland's National Transport Strategy.

#### **TATIS and SHS Main Findings (National Trends)**

- The proportion of households with at least one car for private use increased from 63% in 1999 to 72% in 2017. Rural households are more likely to have access to a car compared to urban households (around 86.9% in remote rural areas compared to 62.3% in large urban areas).



- The proportion of households with at least one car/van available for private use has remained relatively stable over the past decade. However, there is an increase in the proportion of households with three or more cars, increasing from 4% in 2007 to 5.8% in 2017.
- Car ownership is strongly linked with income: in households with a net annual household income of over £40,000, the vast majority have access to at least one car (96.5%) compared to under half of households with net incomes between £6,001 and £10,000 (36.9%).
- 70% of adults aged 17 and over have a driving licence in Scotland. In all age groups, more men have driving licences than women with the gap widening as age increases.

Table 3.2 shows that nationally, the number of households without access to a private vehicle and access to 1 vehicle is dropping while households with access to 2 and 3 or more vehicles is rising

High levels of deprivation are generally related to less access to a car. 52% of households in the 20% most deprived areas of Scotland have no access to a car compared with 24% of households in less deprived areas. The difference is more pronounced when looking at households with two or more cars, with only approximately one in ten (11%) of households in the 20% most deprived areas of Scotland with two or more cars compared to approximately 30% of households in the rest of Scotland. Part of the reason behind these findings will be the link between multiple deprivation and the urban rural classification, specifically; most areas in the 20% most deprived zones are in urban areas.

**Table 3.2 Household access to cars and vans by year**

	None	One	Two	Three or more
<b>2012</b>	31	43	21.3	4.6
<b>2013</b>	30.6	43.5	21.3	4.6
<b>2014</b>	30.8	43.3	21.1	4.7
<b>2015</b>	30	43.3	21.7	5.1
<b>2016</b>	29.3	42.1	23	5.6
<b>2017</b>	28.1	42.7	23.4	5.8

### 3.2 East Dunbartonshire – General Transport Statistics

The National Census - Travel to Work or Study questionnaire asked respondents to define the mode of transport used to cover the longest part, by distance, of their usual journey to work or study. It also asked respondents how far they travel to their place of work. The results are detailed in Figure 3.3 for East Dunbartonshire.

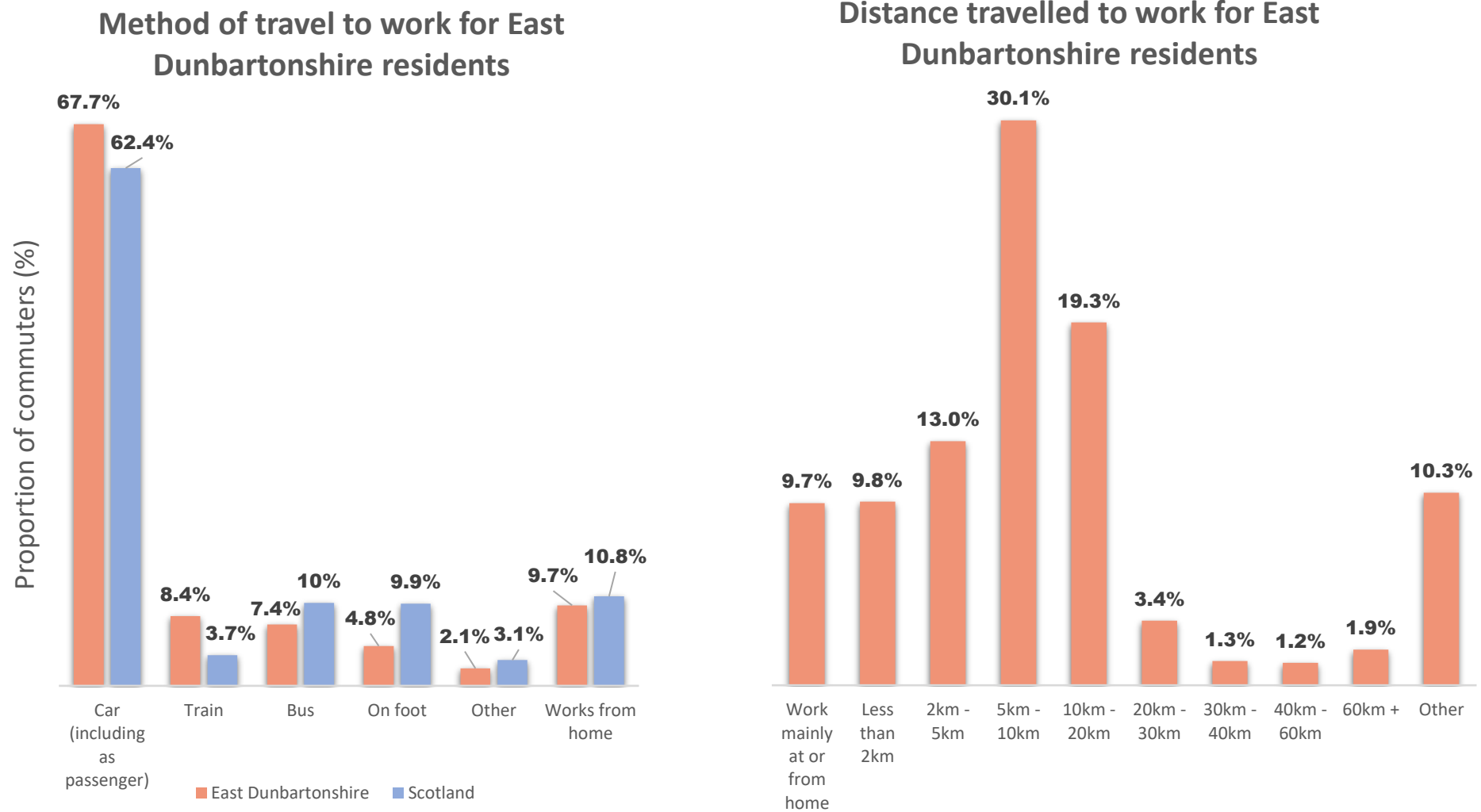


Figure 3.3 Method of travel and distance travelled to work for East Dunbartonshire residents

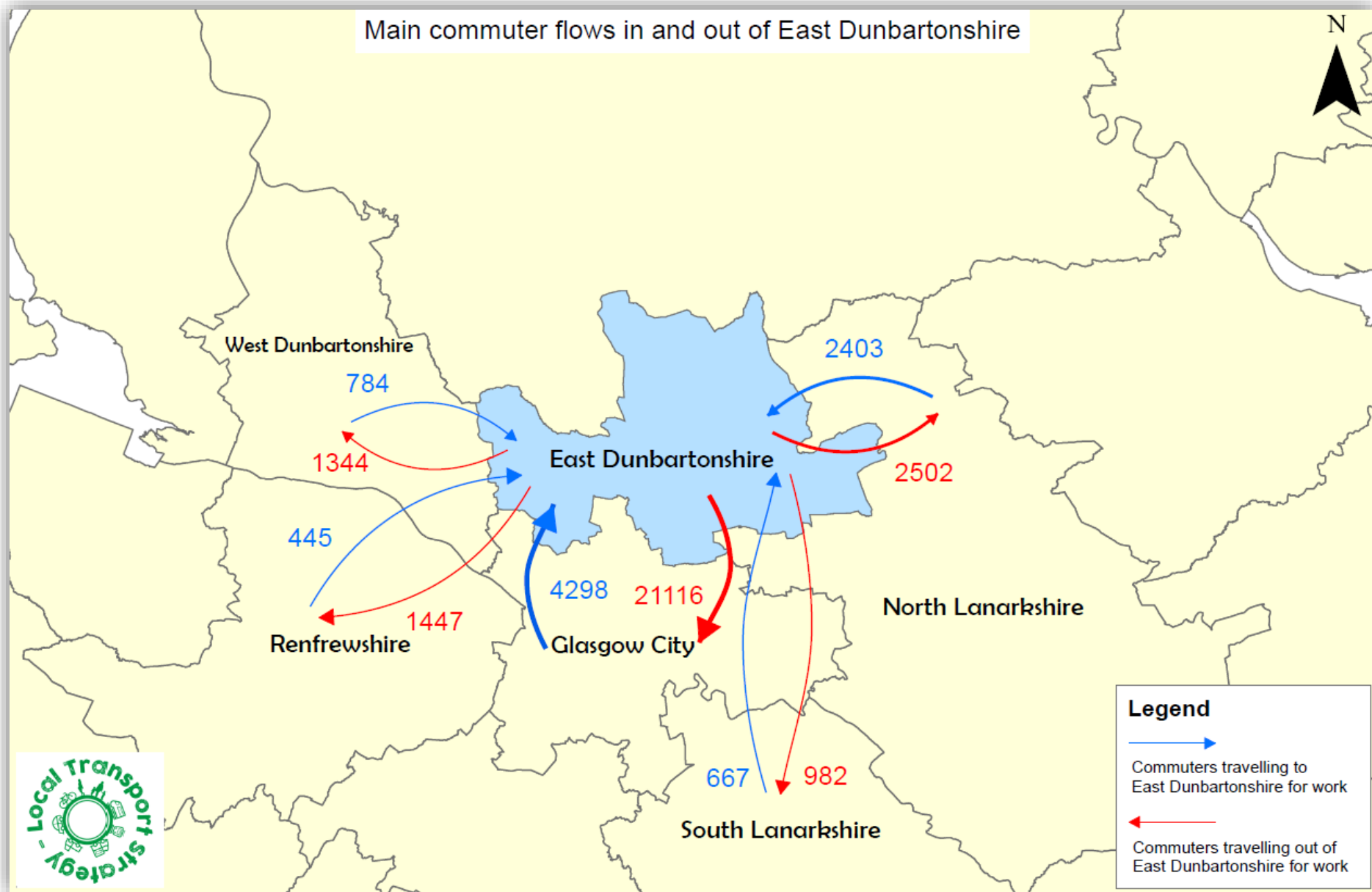


Figure 3.4 – Main origin and destination local authorities for commuter flows in and out of East Dunbartonshire

It is notable that over two thirds of respondents in East Dunbartonshire use a car to get to work, over 5% higher than the national average. Residents in East Dunbartonshire are more likely to use the train to travel to work and less likely to use the bus than the Scottish average. Residents in East Dunbartonshire are less than half as likely to walk to work.

Across all wards, the majority of residents travelled to work or study by car or van.

- 26,884 people (39.5%) drive a car or van to access work or place of study of distances of 5km to 30km+
- 6,454 people (9.5%) work or study at home
- 12,422 people (18.25%) use public transport (train, underground, metro, light rail, tram, bus, minibus or coach) to access work or place of study of distances of 5km to 30km+
- 18,156 people (26.7%) access work or place of study by active travel and other means of transport of distances of 5km to 30km+

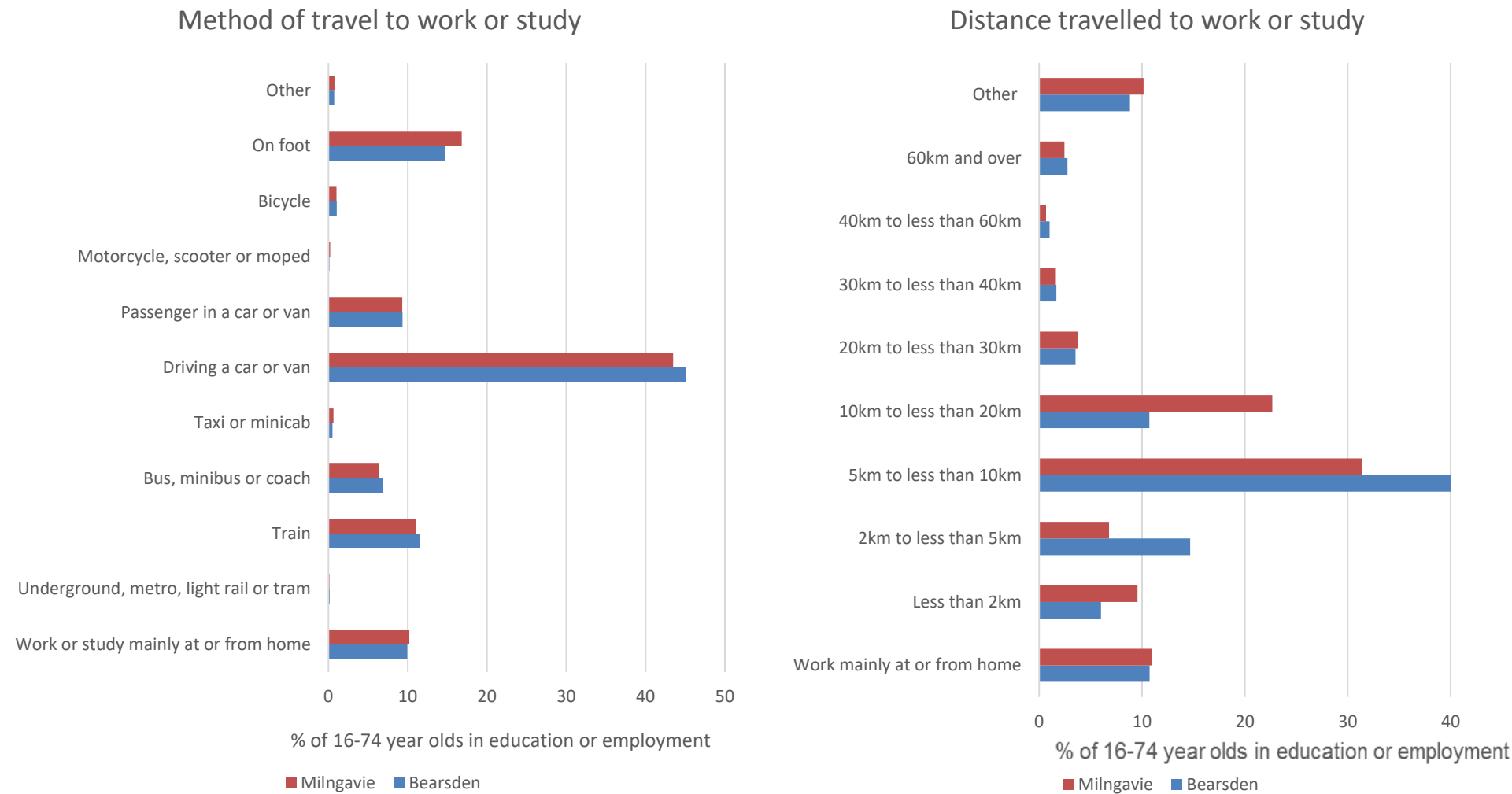
The 2011 National Census asked respondents how many cars or vans were owned, or available for use, by members of the household.

- East Dunbartonshire had 43.1% of households with one vehicle for use and 30.2% of households with two or more vehicles available for use.
- 19% of households in East Dunbartonshire did not have access to a vehicle, well below the Scottish average of 30.5%.
- Notable wards with no car or van available for use (compared with EDC's average of 19%).
  - Bishopbriggs South (23.3%)
  - Campsie & Kirkintilloch North (22.6%)
  - Kirkintilloch East & Twechar (32.4%)
- All wards had between 41% and 44% of households with one car or van available for use as a whole.

- Bearsden North had the highest percentage of households with two or more cars or vans available for use (38.9%), nearly 9% higher than the East Dunbartonshire average and 17% higher than the Scottish average.

Travel to Work – Local Area Analysis

Figure 3.5 Bearsden and Milngavie



**Figure 3.7 Bishopbriggs, Torrance, Balmore and Bardowie**

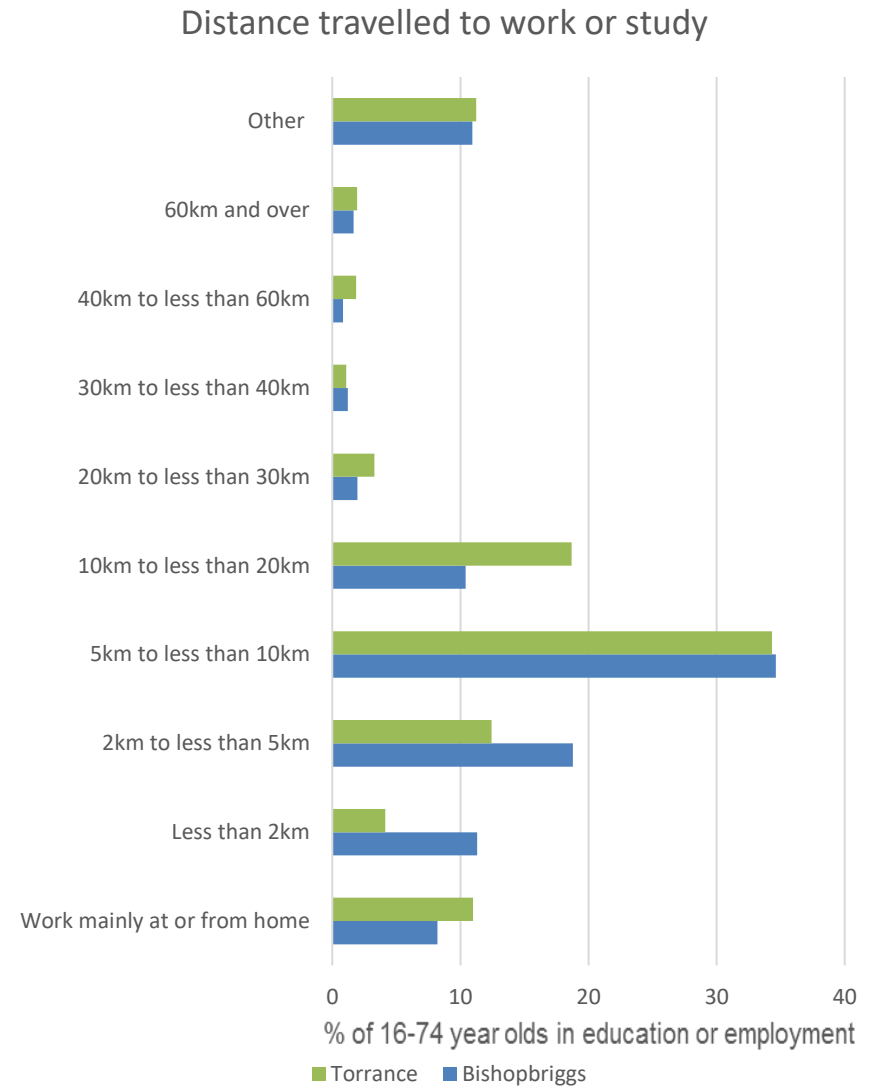
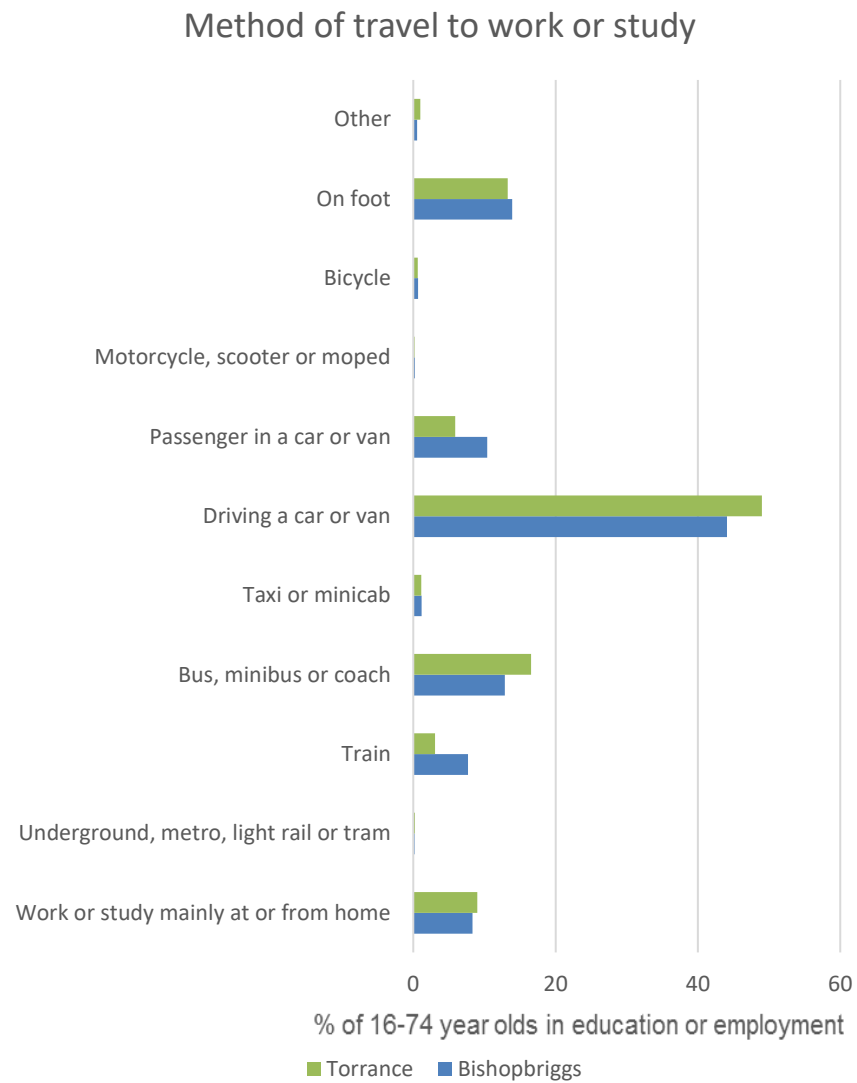
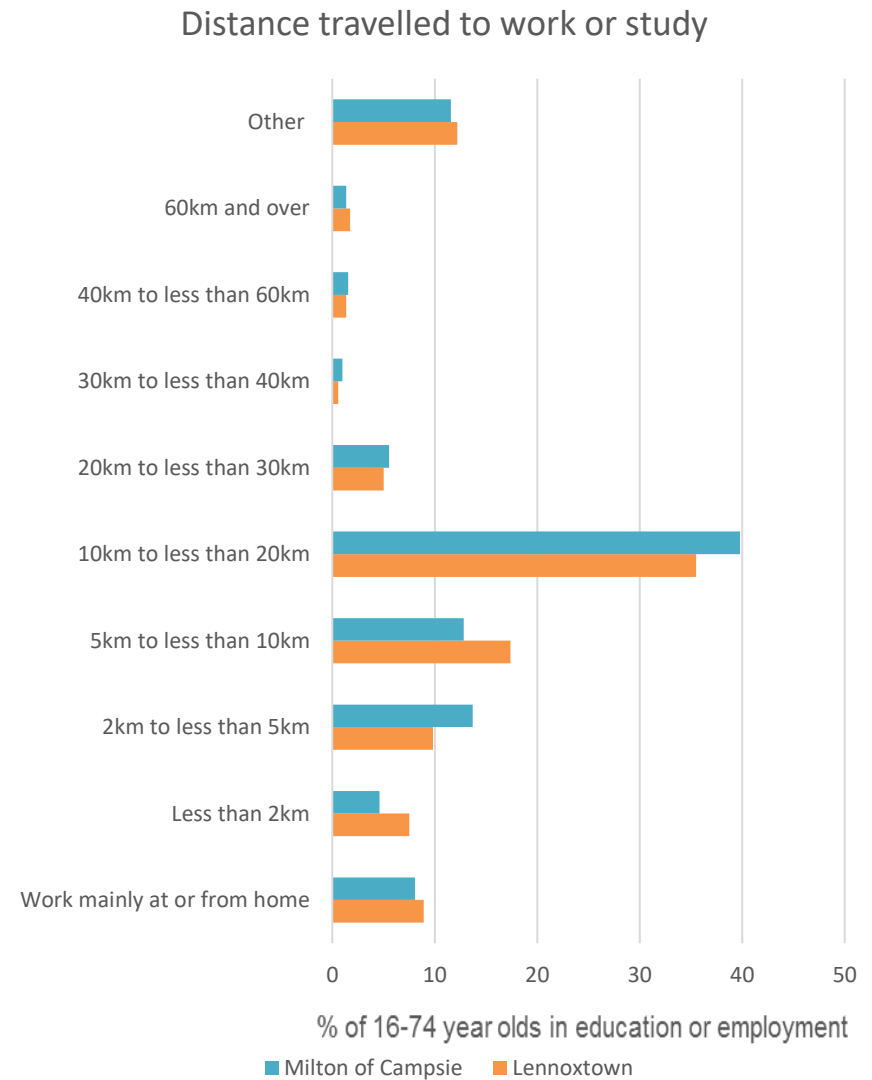
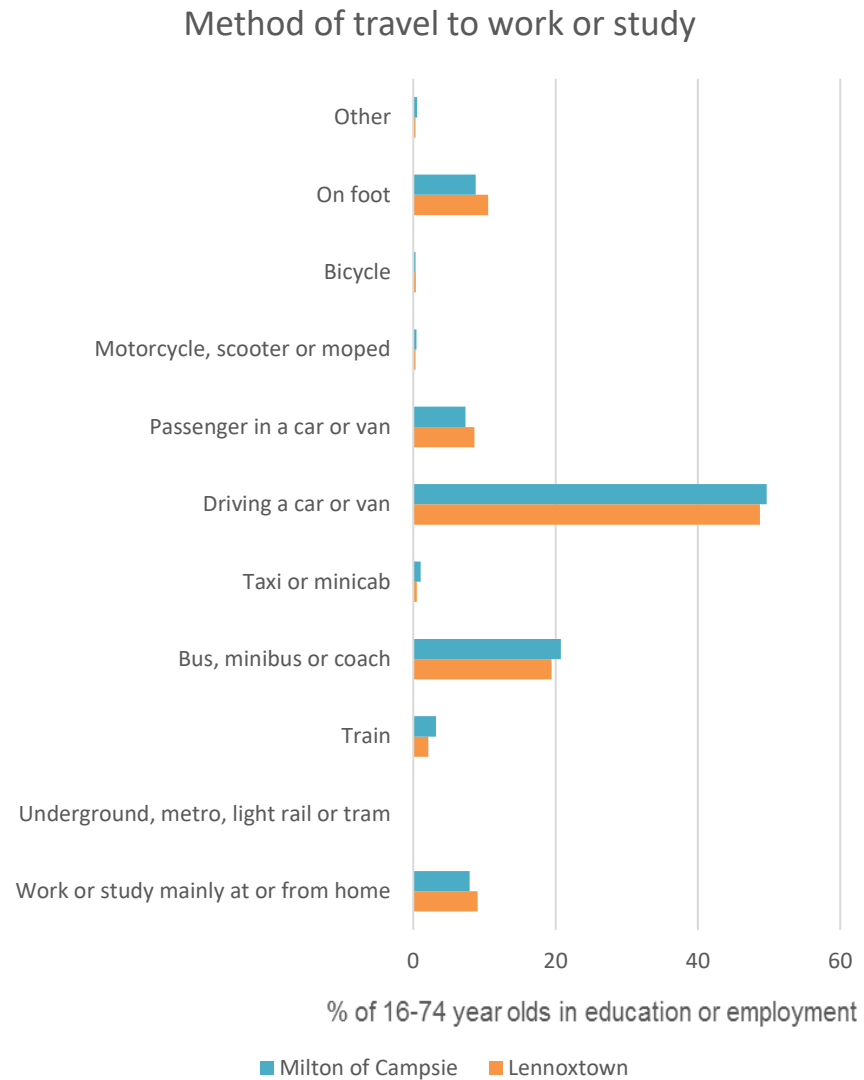


Figure 3.8 Kirkintilloch, Lenzie, Waterside and Twechar



**Figure 3.9 Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie**





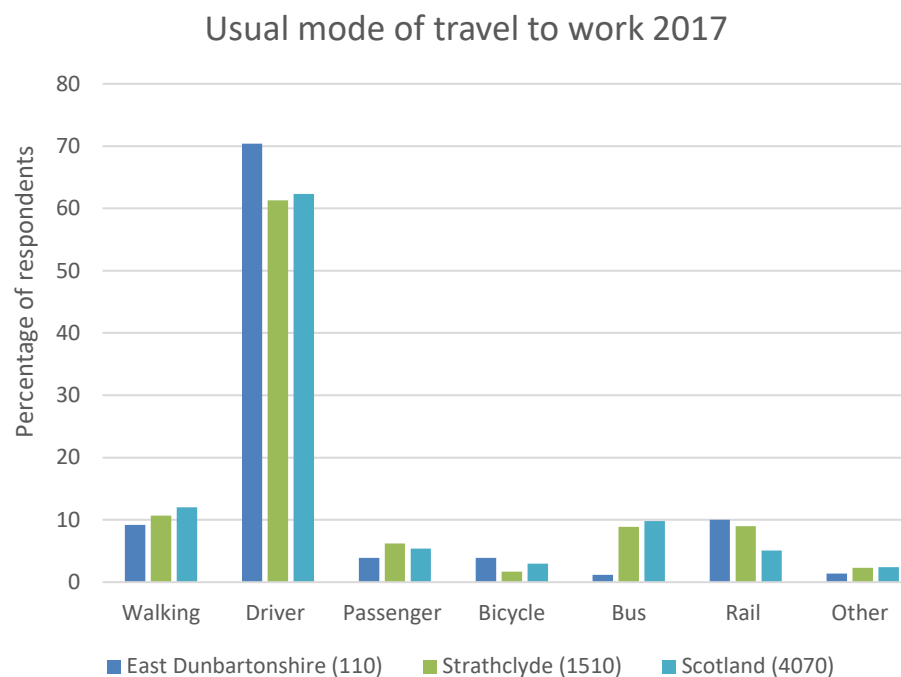
The number of people travelling to work by car or van in East Dunbartonshire is approximately 4% more than those in the rest of Scotland. Many people living in East Dunbartonshire travel to their workplace in neighbouring authorities such as Glasgow.

#### Ward Analysis

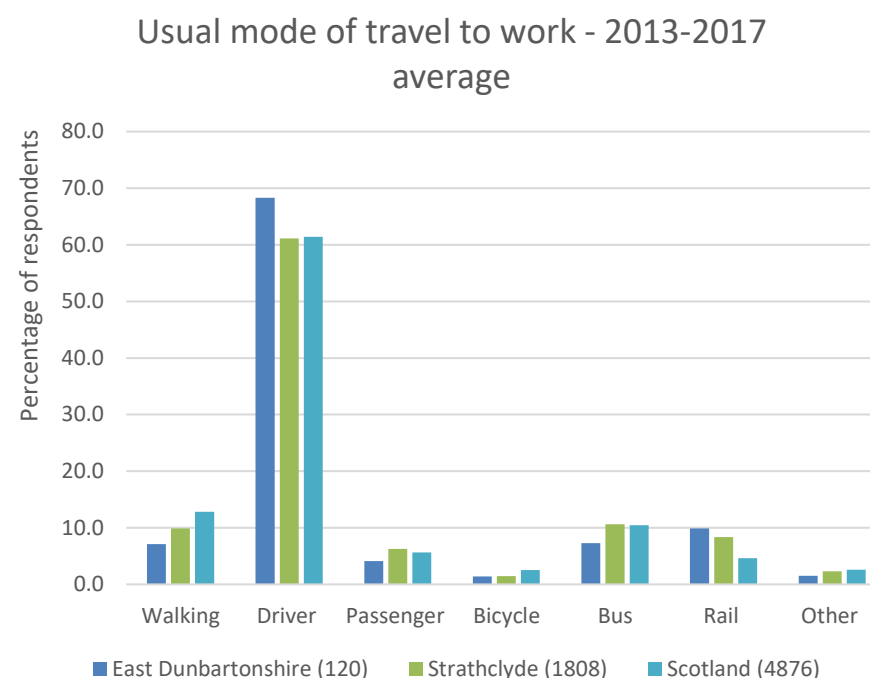
- Campsie & Kirkintilloch North had the highest percentage of residents travelling to work or study by car or van (49.1%), this Ward also had the highest percentage of residents travelling to work by bus, minibus or coach (17.4%). Both higher than East Dunbartonshire as a whole (45% and 10.5% respectively).
- Bearsden South had the highest percentage of residents travelling to work or study by train (12.8%), followed by Milngavie (11.0%), Bearsden North (10.4%) and Lenzie & Kirkintilloch South (9.9%), all of which are higher than the East Dunbartonshire average (8.2%).
- The percentage of residents working or studying mainly from home in East Dunbartonshire (9.5%) was lower than the Scottish average (11.3%). 10.3% of residents in Bearsden South, Kirkintilloch East & Twechar and Milngavie reported working or studying from home, nearly 1% higher than the East Dunbartonshire average.
- Most people in East Dunbartonshire travelled between 5km and 10km to their place of work (30.1%), this was 13% higher than the Scottish average of 17.1%.
- In Bearsden South, 41.7% of people travelled between 5km and 10km to their place of work which was the highest percentage when compared to all Wards.
- Milngavie had the highest percentage of people who worked or studied mainly from home (11.2%) which was closely followed by Bishopbriggs North & Torrance and Bearsden South both 10.8%.

- Campsie and Kirkintilloch North had the highest percentage of people who travelled between 10km and 20km to their place of work (37.3%), 15% higher than East Dunbartonshire as a whole.
- 13.1% of people in Bishopbriggs and Torrance travelled less than 2km to their place of work which was the highest of all Wards. The lowest percentage was in Bearsden South (4.3%).
- A small percentage of people in East Dunbartonshire travel 60km and over to their place of work (1.9%).
- Bearsden North had the highest percentage of people who travelled 60km and over to their place of work (3.0%) just over 1% higher than East Dunbartonshire as a whole.





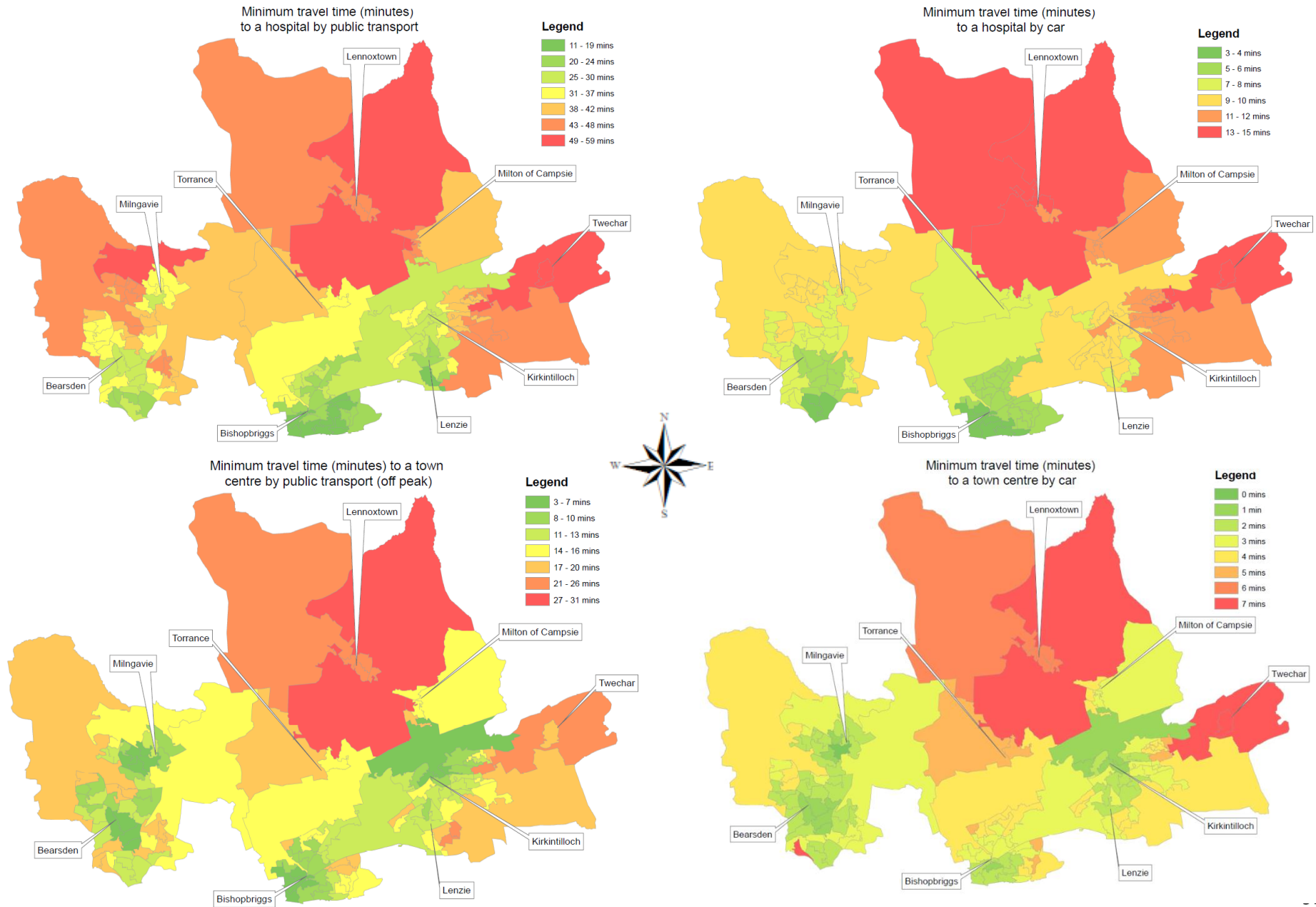
**Figure 3.10 – Usual mode of travel to work - 2017**



**Figure 3.11 – Usual mode of travel to work – 2013-2017 average**

The Scottish Household Survey asks respondents to state their usual mode of travel to work. Figure 3.10 shows the most recent results from 2017 and Figure 3.11 shows the average of results over the past 5 years. On average, East Dunbartonshire displays higher than average driving and rail levels than the regional and national average. Levels of active travel to work are lower in East Dunbartonshire with walking and cycling 9% and 1.5% lower than the national average respectively. On average, commuting to work by bus is lower than both the regional and national averages, however, 2016 shows an increase in bus use with 11.8% of respondents stating they travelled to work by bus. Overall, the average levels illustrated in Figure 3.11 mirror the results of the 2011 census.

# Accessibility Analysis



### 3.3 Active Travel

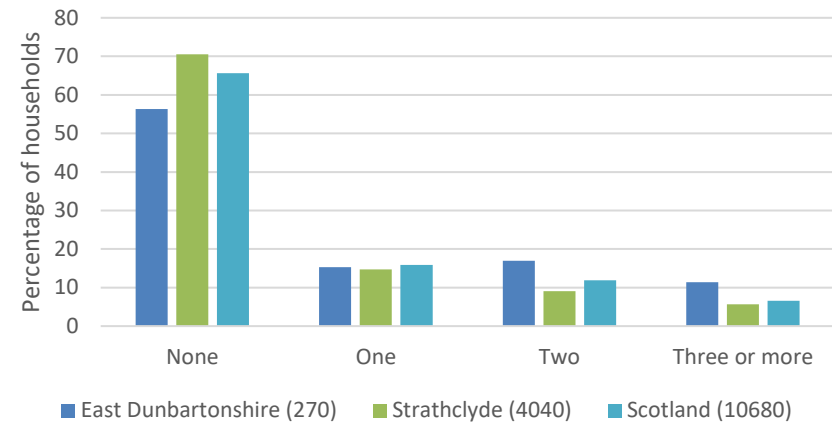
In terms of walking and cycling to work in 2016, East Dunbartonshire had low rates of walking (7.7%) when compared with the Scottish national average (12.3%). The average over the past 5 years is 5.7%, much lower than the national average of 13.1%. None of the hundred people who were questioned in East Dunbartonshire in 2016 as part of the Scottish Household Survey travelled to work by bicycle. The average over the past 5 years is 1% for ED, lower than the national average of 2.3%.

**Table 3.4 Average levels of walking and cycling as usual mode of travel to work from 2013-2017**

Area	Walking (%)	Cycling (%)
East Dunbartonshire	7.1	1.4
SPT	9.9	1.5
Scotland	12.8	2.5

East Dunbartonshire has lower levels of walking and cycling to work than both the regional and national averages.

**Bikes available for private use by households**



**Figure 3.12 Number of bikes available per household 2017 (Sample size in brackets)**

East Dunbartonshire has slightly higher cycle ownership rates than the regional and national averages. 56.3% of households in East Dunbartonshire had no bicycles compared to 70.5% in the SPT area and 65.6% nationally. As bike ownership figures generally show, wealthier households are more likely to own at least one bike, this could simply reflect the relative affluence of the authority area. However, it could also suggest their potential for increased cycling is higher than the regional average and that there is scope for attracting extra journeys to be made by bicycle.

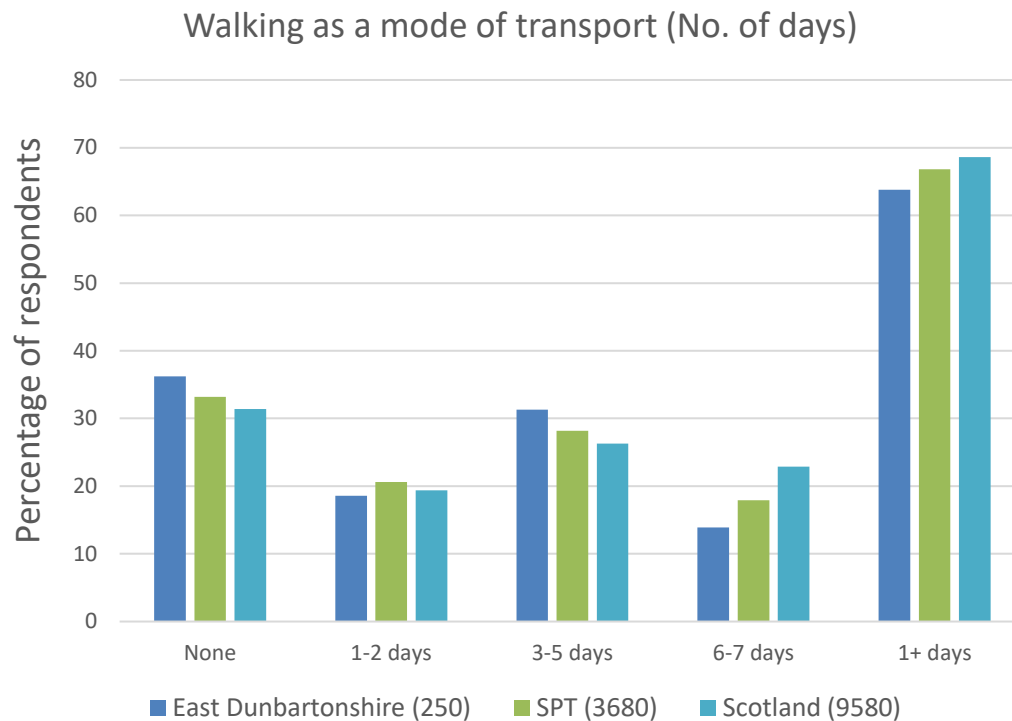


Figure 3.13 shows that walking as a mode of transport is generally lower in East Dunbartonshire when compared to the Strathclyde region and Scotland. 36.2% of respondents in East Dunbartonshire do not walk as a mode of transport at all compared to the national average of 31.4%.

**Figure 3.13 Walking as a mode of transport 2016**

#### Local Information on Active Travel

- Lenzie & Kirkintilloch South had the highest percentage of people who travelled to work on foot (18.2%), followed by Bearsden North (18.1%), Kirkintilloch East & Twechar (17.3%) and Milngavie (16.7%), all above the East Dunbartonshire average of 14.9%.
- Campsie & Kirkintilloch North had the lowest percentage of people who travelled to work on foot (10.4%).
- 0.7% of residents in East Dunbartonshire travelled to work or study by bicycle this was lower than the Scottish average of 1.3%.
- Bearsden North had the highest percentage of residents that travelled to work by bicycle (1.1%) followed by Bearsden South (1%) and Milngavie (1%).

## Travel to school

The Sustrans Hands Up Scotland Survey was established in 2008 and is by far the largest dataset to examine travel to school across Scotland. The survey is a joint initiative by Sustrans and local authorities and is funded by Transport Scotland. Table 3.5 below summarises East Dunbartonshire travel patterns for travel to school.

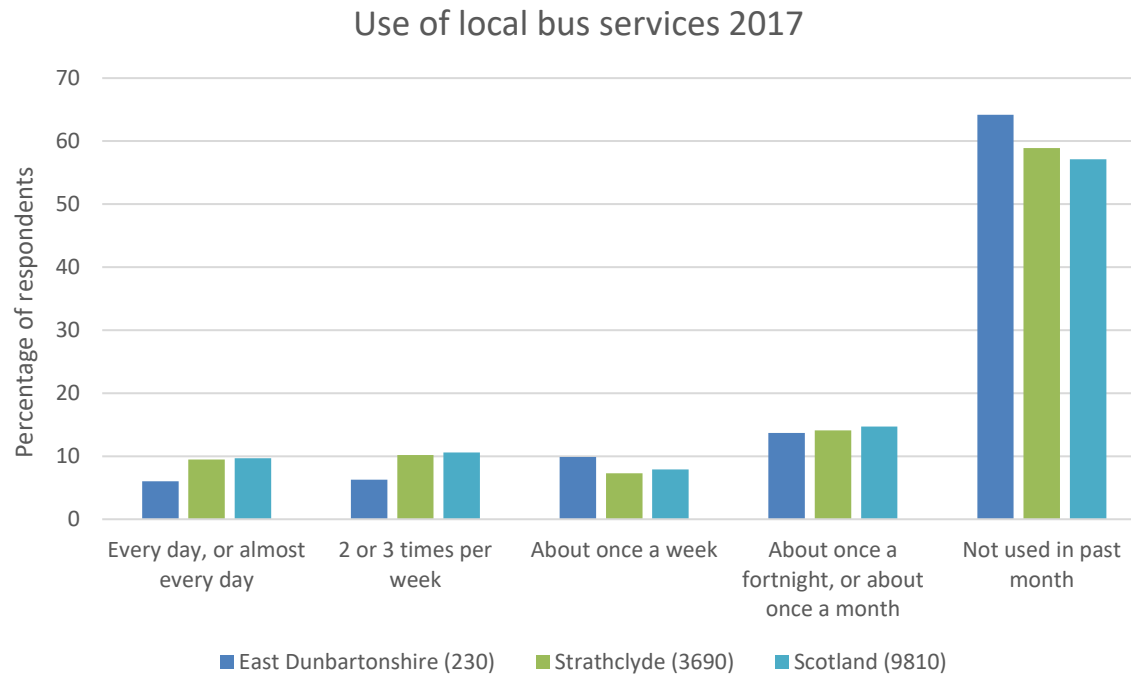
Compared to the national average, East Dunbartonshire has higher levels of walking to school, lower levels of cycling to school and lower levels of taking a bus to school than the national average in 2018. In recent years in East Dunbartonshire, more school pupils were driven to school than the Scottish average.

**Table 3.5 Travel modes to school – all school types<sup>7</sup>**

Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Sample Total
<b>2010</b>	45.2%	3.3%	1.2%	11.6%	25.2%	11.5%	1.2%	0.7%	<b>11,000</b>
<b>2011</b>	43.8%	1.9%	0.3%	6.6%	33.4%	13.1%	0.7%	0.2%	<b>3,734</b>
<b>2012</b>	43.5%	2.5%	1.2%	11.8%	26.1%	12.1%	1.9%	1.0%	<b>11,861</b>
<b>2013</b>	45.6%	2.0%	2.0%	12.6%	25.3%	10.5%	1.2%	0.8%	<b>9,839</b>
<b>2014</b>	47.1%	2.5%	2.3%	10.2%	25.5%	10.2%	1.7%	0.5%	<b>10,801</b>
<b>2015</b>	48.1%	2.8%	2.1%	11.8%	21.6%	10.9%	1.1%	1.7%	<b>6,881</b>
<b>2016</b>	-	-	-	-	-	-	-	-	<b>-</b>
<b>2017</b>	42.5%	3.1%	1.9%	12.6%	23.8%	14.3%	1.1%	0.9%	<b>12,100</b>
<b>2018</b>	43.4%	3.1%	1.7%	11.9%	25.2%	12.7%	1.3%	0.7%	<b>12,545</b>
<b>Scottish average 2018</b>	42.5%	3.8%	2.4%	9.8%	23.1%	16.2%	1.7%	0.5%	<b>468,537</b>

<sup>7</sup> Sustrans – Hands Up Survey 2018

### 3.4 Public Transport



In 2017, East Dunbartonshire displayed relatively low levels of everyday bus use at 6% compared to the regional and national average of 9.5% and 9.7% respectively. The average over the past 5 years shows a similar trend, with 7% for ED being lower than the regional and national averages of 11% and 10% respectively. The percentage of people not using the bus in the past month in East Dunbartonshire in 2017 was 64.2% which is higher than the average over the past 5 years of 61.4%.

Figure 3.14 Adults use of local bus services in the previous month – 2017<sup>8</sup>

<sup>8</sup> Scottish Household Survey 2017

## Bus Service and Infrastructure Provision

- There are 460 bus stops and 185 shelters in East Dunbartonshire. These are maintained by SPT under an agency agreement.<sup>9</sup>
- Approximately 9,400 ZoneCards, (the multi modal ticket for Strathclyde) saved East Dunbartonshire residents an estimated £310,000 in 2016/17. It is estimated 470,000 trips were made using a ZoneCard by East Dunbartonshire residents.<sup>10</sup>

## Community and Subsidised bus Services.<sup>11</sup>

- There are 14 supported local bus services carrying approximately 400,000 passengers. These services are supported by SPT.
- There are 4 MyBus services (demand responsive) carrying 23,000 passengers.
- SPT also support the East Dunbartonshire/Community Transport Link and other Community Transport services in East Dunbartonshire
- SPT administer 72 school bus contracts under an agency agreement carrying 1700 school children per day.

**Table 3.6** The supported bus services in 2018/19 in East Dunbartonshire

Service Number	Route
<b>6B</b>	Duntocher – Bearsden – Anniesland – Glasgow city centre
<b>15</b>	Milngavie – Anniesland
<b>47/47A</b>	Milngavie – Torrance – Kirkintilloch
<b>68/71/71A</b>	Torrance – Glasgow
<b>72</b>	Glasgow – Kirkintilloch – Torrance
<b>84/84A/84B</b>	Kirkintilloch – Twechar/Banton
<b>88C/89</b>	Kirkintilloch – Glasgow / Kilsyth-Kirkintilloch-Glasgow
<b>118</b>	Duntocher – Baljaffray – Gartnavel Hospital
<b>142</b>	Bishopbriggs Local
<b>178</b>	Moodiesburn – Kirkintilloch
<b>344/344A</b>	Croy Station – Twechar
<b>381</b>	Kilsyth – Balmalloch – Twechar
<b>C10</b>	Balfron – Strathblane – Milngavie – Glasgow

<sup>9</sup> SPT Transport Outcomes Report – East Dunbartonshire 2017/2018

<sup>10</sup> SPT Supporting Improved Local Outcomes for East Dunbartonshire 2018/19

<sup>11</sup> SPT Transport Outcomes Report – East Dunbartonshire 2017/2018



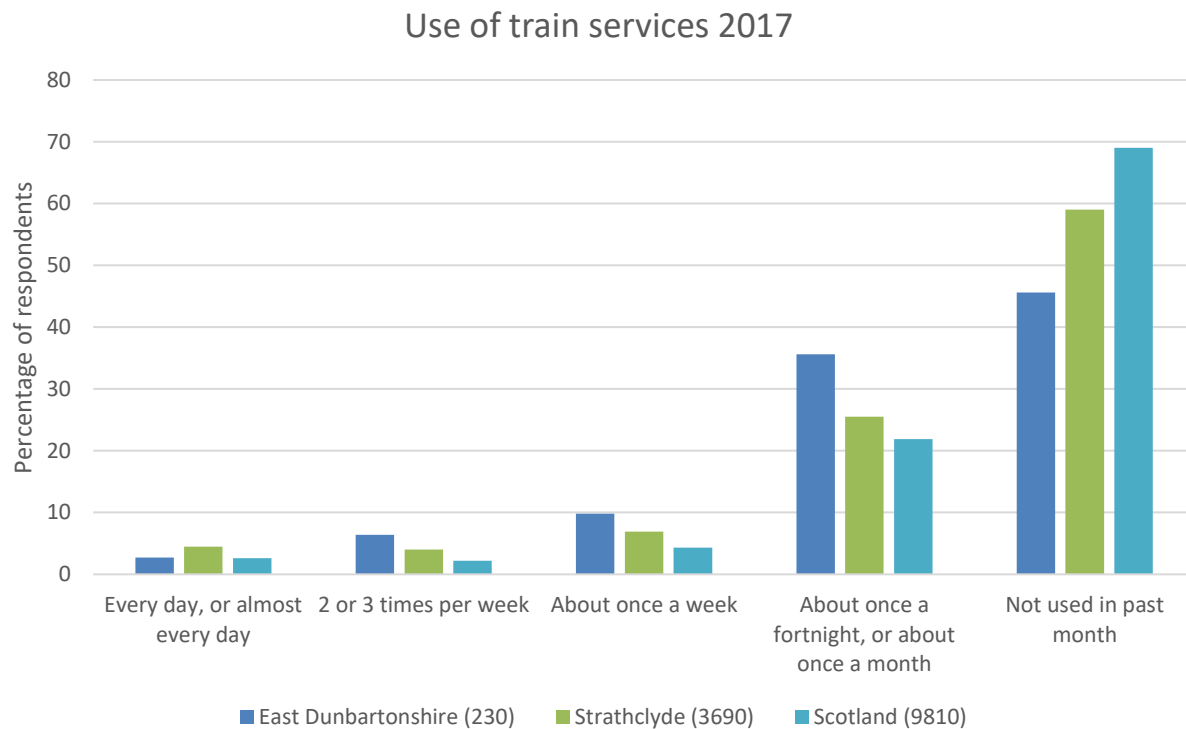
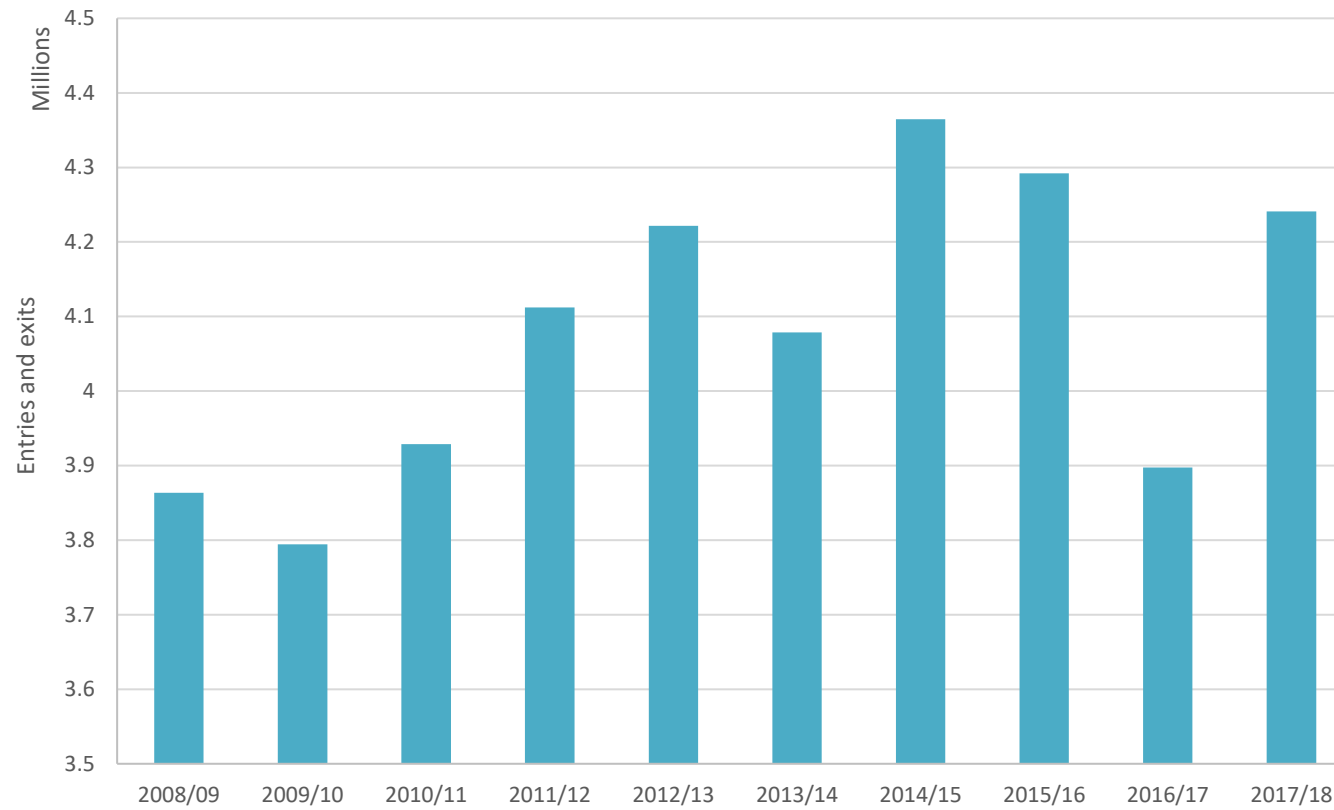


Figure 3.15 illustrates that use of train services in East Dunbartonshire is higher than regional and national levels. East Dunbartonshire has higher levels than the regional and national levels across the first 4 categories and the percentage of respondents not using the train service in the past month is lower than both regional and national levels.

**Figure 3.15 East Dunbartonshire - Adults use of train services in the previous month 2017<sup>12</sup>**

<sup>12</sup> Scottish Household Survey 2017

### Estimated entries and exits at rail stations in East Dunbartonshire



**Figure 3.16 Current Estimated Usage of Existing East Dunbartonshire Stations<sup>13</sup>**

<sup>13</sup> <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Estimated entries and exits at rail stations on A81 Corridor

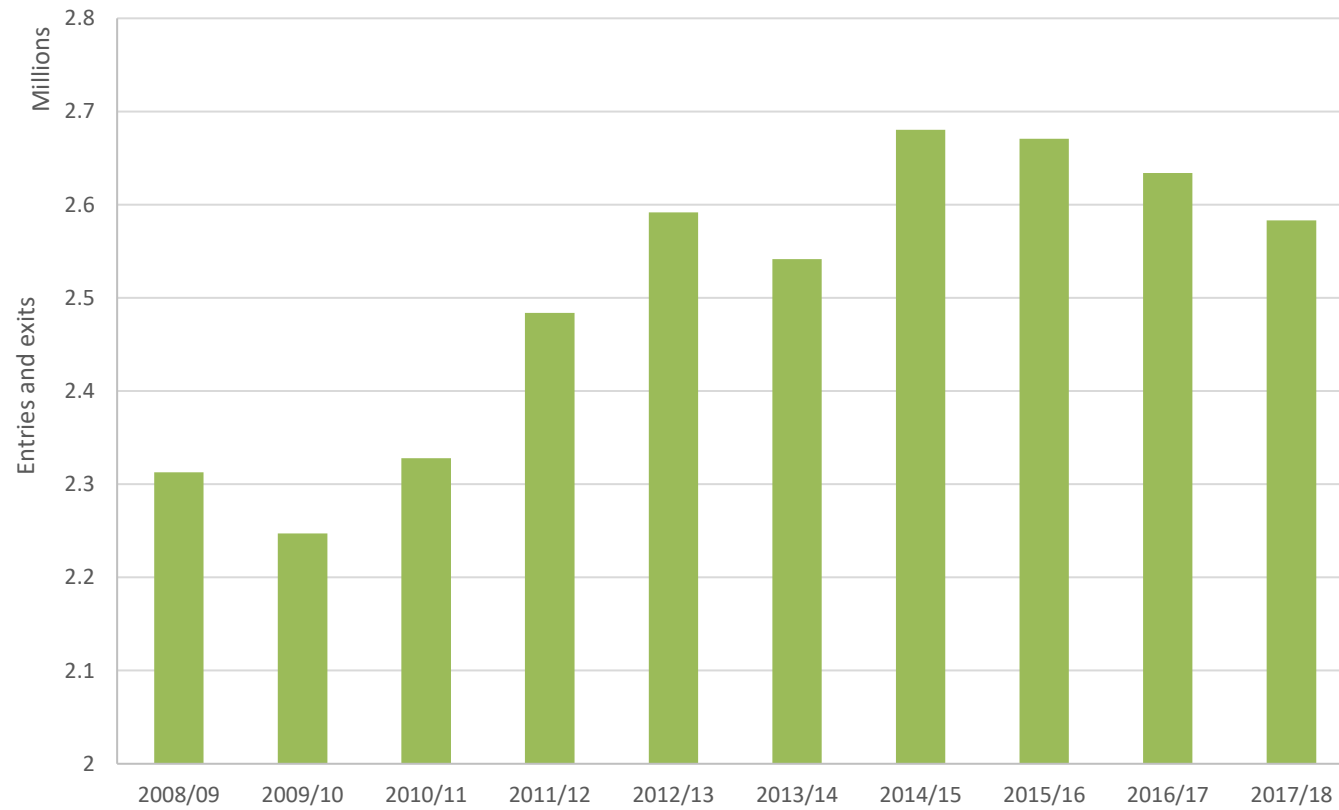
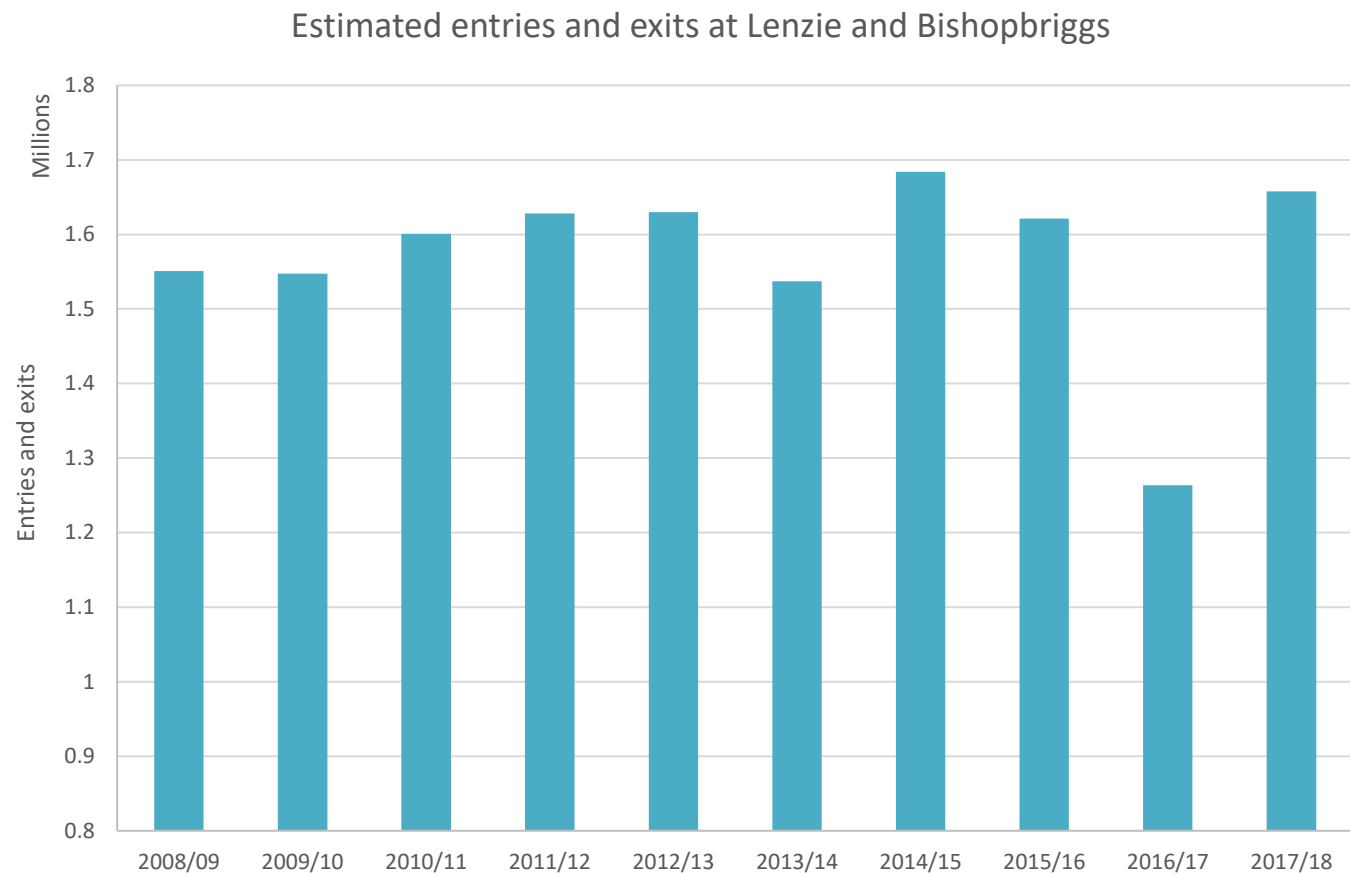


Figure 3.17 – Estimated usage of rail stations on the A81 corridor

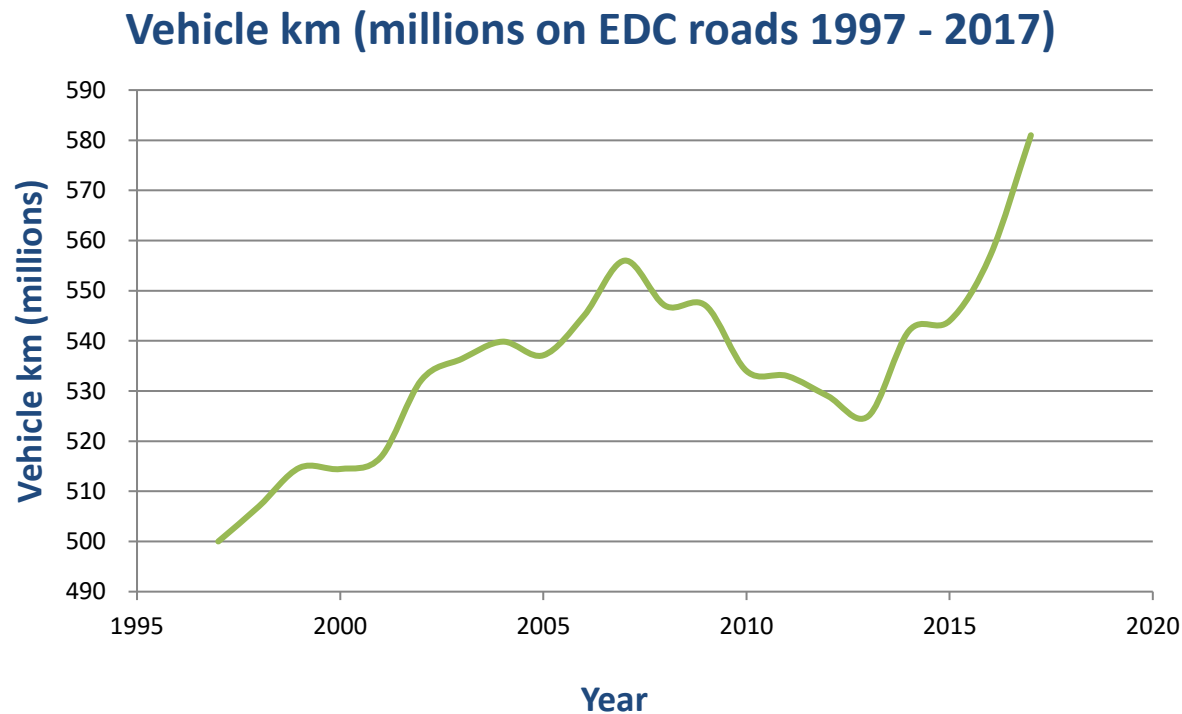


**Figure 3.18 – Estimated usage of Lenzie and Bishopbriggs rail stations**

- Since 2008/09, the total number of entries and exits at rail stations in East Dunbartonshire has risen by almost 10% and peaked in 2014/15 with over 4.36 million entries and exits recorded. However, there has been a 2.8% decrease across all stations since 2014/15 which goes against the national trend, where year on year increases have been recorded.
- The total number of people using the stations on the A81 corridor has risen by 11.7% since 2008/09 levels and fallen by 3.6% since 2014/15 levels.
- Bishopbriggs station has recorded the biggest drop in entries and exits since 2014/15 levels with a decrease of 7.6%. Lenzie is the only station which has recorded growth since 2014/15 with recorded growth of 4.46% in the same timeframe.
- The figures recorded for 2016/17 at Lenzie and Bishopbriggs were affected by works on the Edinburgh Glasgow Improvement Programme
- Milngavie, Lenzie, Westerton, Bishopbriggs and Bearsden are the 32<sup>nd</sup>, 36<sup>th</sup>, 44<sup>th</sup>, 47<sup>th</sup>, and 74<sup>th</sup> busiest rail stations in Scotland respectively<sup>19</sup>.

### 3.5 Roads

#### Road Traffic



**Figure 3.19 Vehicle km (millions) on East Dunbartonshire roads**

Figure 3.19 shows the 20 year trend of traffic volume on all roads within East Dunbartonshire. The continued rise was halted in 2008, parallel to the financial crisis. Since then, it has continued to rise and there are now higher levels of vehicle km recorded on EDC roads since records began. This trend follows the pattern seen at a national level. The breakdown of vehicle km per road type can be viewed in Table 3.8 below.

**Table 3.8 Vehicle km (millions) per class of road 2017**

	<b>Non-trunk A urban</b>	<b>Non-trunk A rural</b>	<b>Total: All major roads (M and A)</b>	<b>Minor roads (B, C and unclassified)</b>	<b>Total: all roads</b>
<b>Number of vehicle km (millions)</b>	118	97	215	366	581

**Table 3.9 Scottish Household Survey –“Number of Cars available for private use by Households 2017”**

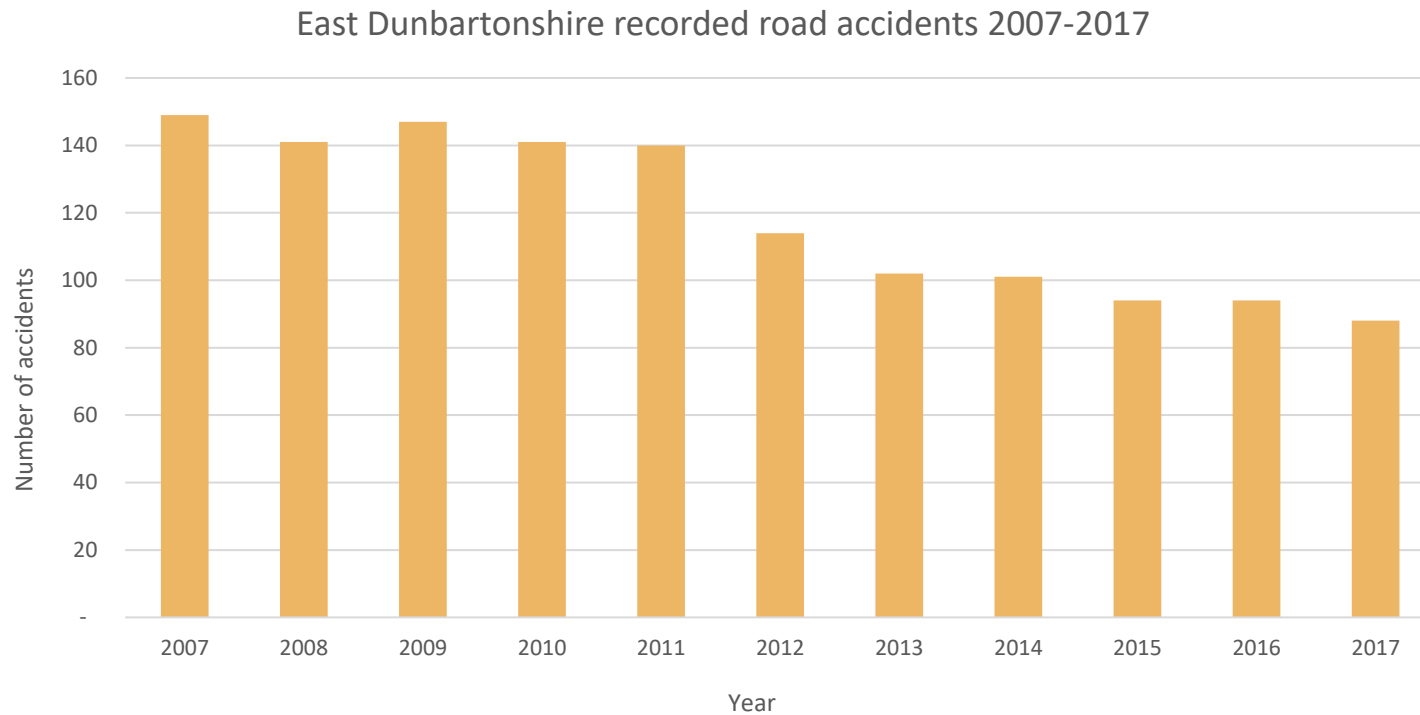
<b>Area</b>	<b>None</b>	<b>One</b>	<b>Two</b>	<b>Three or more</b>	<b>Sample Size</b>
<b>East Dunbartonshire</b>	14.6	42.6	32.3	10.5	270
<b>SPT</b>	31.3	41.4	21.9	5.4	4040
<b>Scotland</b>	28.1	42.7	23.4	5.8	10680

East Dunbartonshire is shown to have higher car ownership rates than the regional and national average.

**Table 3.10 Scottish Household Survey - Congestion delays experienced by drivers and car occupancy, 2016**

<b>Area</b>	<b>2016 – Yes (%)</b>	<b>2016 – No (%)</b>	<b>Sample Size</b>
<b>East Dunbartonshire</b>	85.7	14.3	270
<b>SPT</b>	88.3	13.9	4030
<b>Scotland</b>	86.1	11.7	10,470

East Dunbartonshire had similar levels of congestion related delays to the rest of the country and region.



**Figure 3.20 – Reported road accidents on East Dunbartonshire roads <sup>14</sup>**

The above figure demonstrates that accidents on East Dunbartonshire roads have been falling annually. In 2017 the number of reported road accidents (88) on all roads, fell by 41% compared to the 2007 total (149). The Council is currently on track to reach the Scottish Government’s road safety targets for 2020 of reducing the amount of people killed on roads by 40%, people seriously injured by 55%, children under 16 killed by 50%, children under 16 seriously injured by 65% and a 10 % reduction target in the slight casualty rate to 2020<sup>15</sup>.

<sup>14</sup> Transport Scotland - Reported Road Casualties Scotland 2018.

<sup>15</sup> <http://www.gov.scot/resource/doc/274654/0082190.pdf>

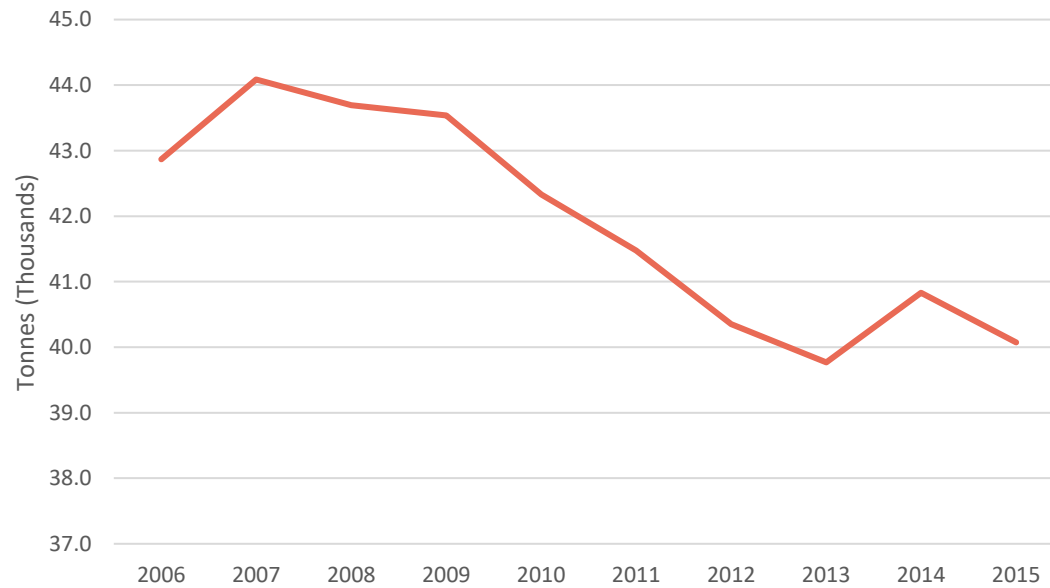


**Table 3.12 Local authority road network condition (Scottish Transport Statistics 2018)**

Authority	A roads		B roads		C Roads		Unclassified		All Roads	
	Condition		Condition		Condition		Condition		Condition	
	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)	Red (%)	Amber (%)
<b>East Dunbartonshire</b>	4	24	4	26	3	23	7	31	6	29
<b>Glasgow City</b>	3	25	2	20	2	18	5	28	4	26
<b>North Lanarkshire</b>	2	18	3	21	3	24	6	32	5	28
<b>Stirling</b>	4	26	7	33	9	33	15	35	10	32
<b>West Dunbartonshire</b>	3	24	1	17	4	26	5	29	4	27
<b>Scotland</b>	4	26	6	29	7	29	8	31	7	30

Table 3.12 displays the current condition of East Dunbartonshire Roads based on a traffic light system. Neighbouring authorities and the Scottish average have also been included. The roads in East Dunbartonshire generally have similar condition levels to neighbouring authorities and generally has better conditions compared to the national average.

### Petrol and diesel consumption of road vehicles in East Dunbartonshire



**Figure 3.21 Petrol and diesel consumption in East Dunbartonshire**

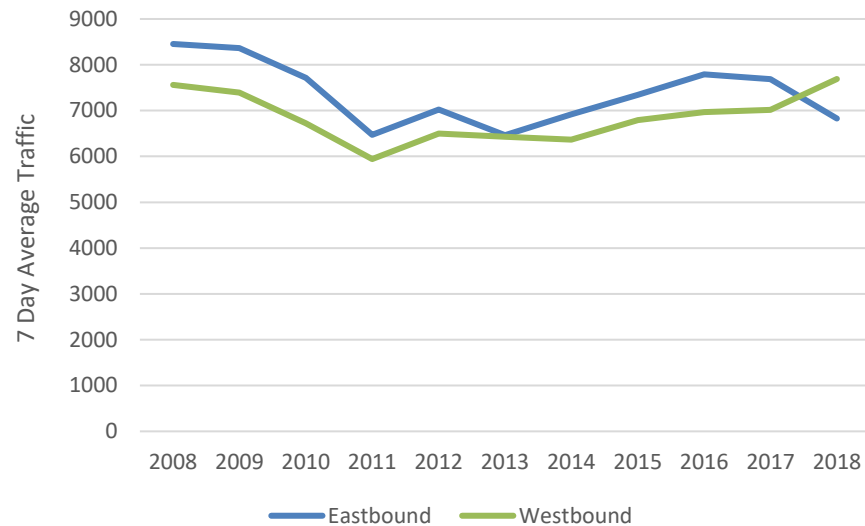
According to Department for Energy and Climate Change data, petrol and diesel consumption in East Dunbartonshire is continuing to fall and the 2015 level is significantly lower than the high of 2007

## **East Dunbartonshire Traffic Counts**

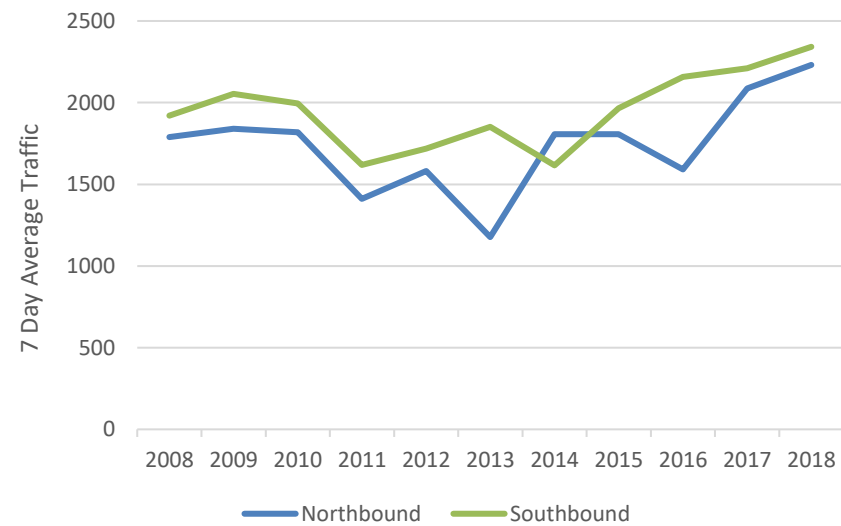
Every year East Dunbartonshire Council is required by the Road Traffic Reduction Act to carry out traffic counts at a range of locations in addition to inspections of the entire road network. RTRA data for East Dunbartonshire illustrates volumes and speeds of traffic at locations throughout the authority area and are shown in the graphs below.

Traffic speeds surveys are also commissioned on an ad hoc basis where perceived speed issues have been raised and to help inform policy documents such as Town Centre Strategies for Bearsden, Milngavie, and Bishopbriggs as well as for place plans.

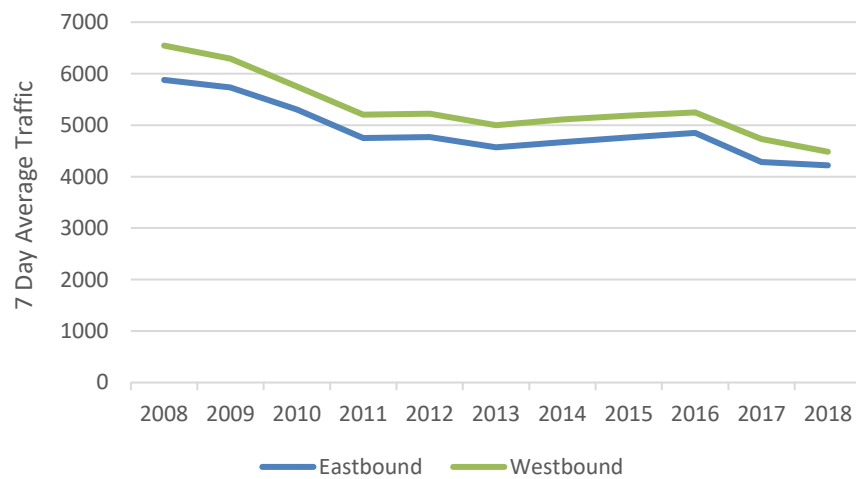
### 1. A810 Duntocher Road



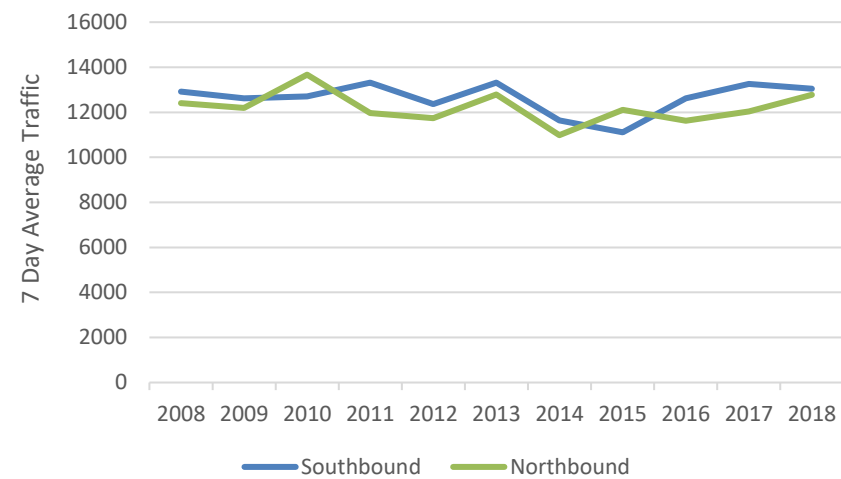
### 2. Peel Glen Road



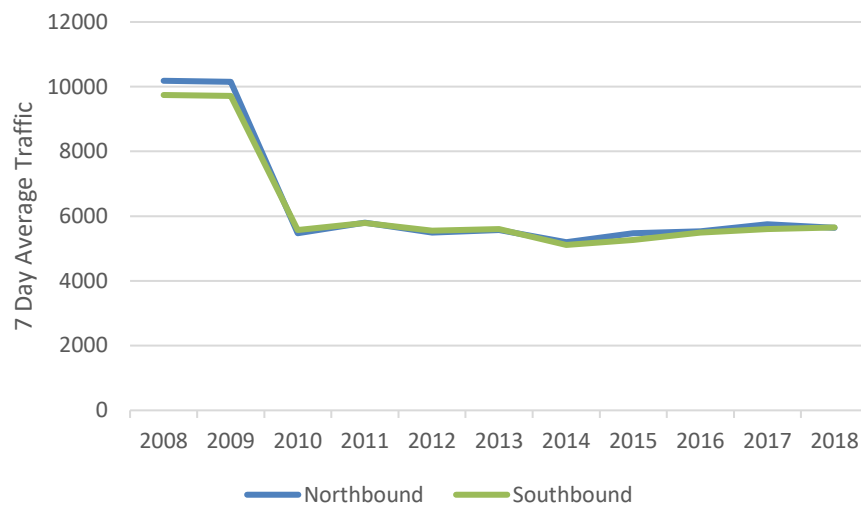
### 3. Canniesburn Road - October



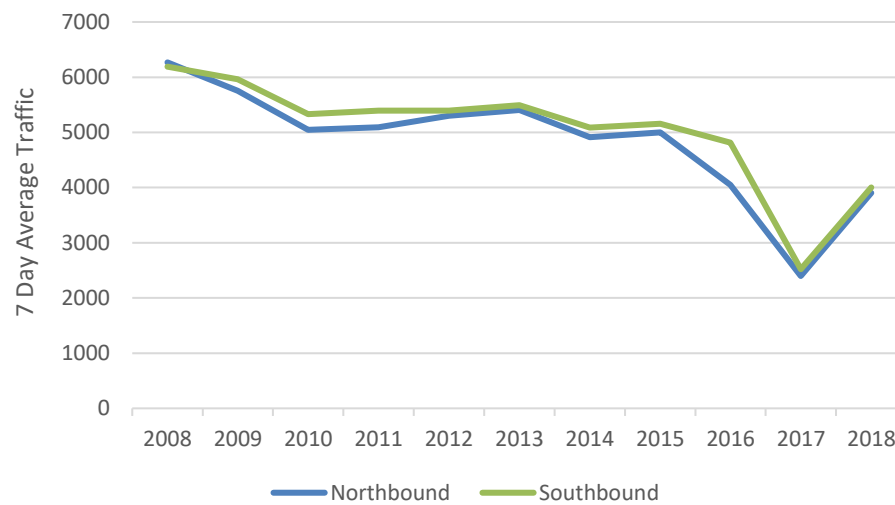
### 4. Switchback Road



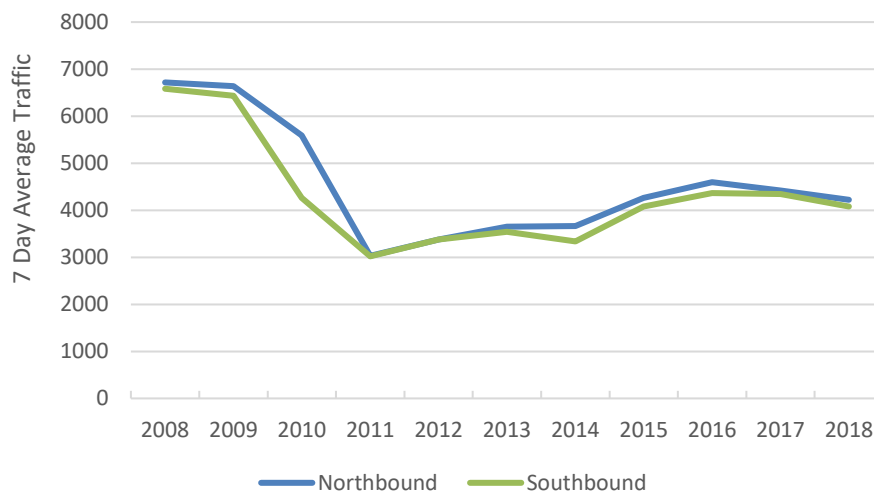
**5. A879 Balmore Road**



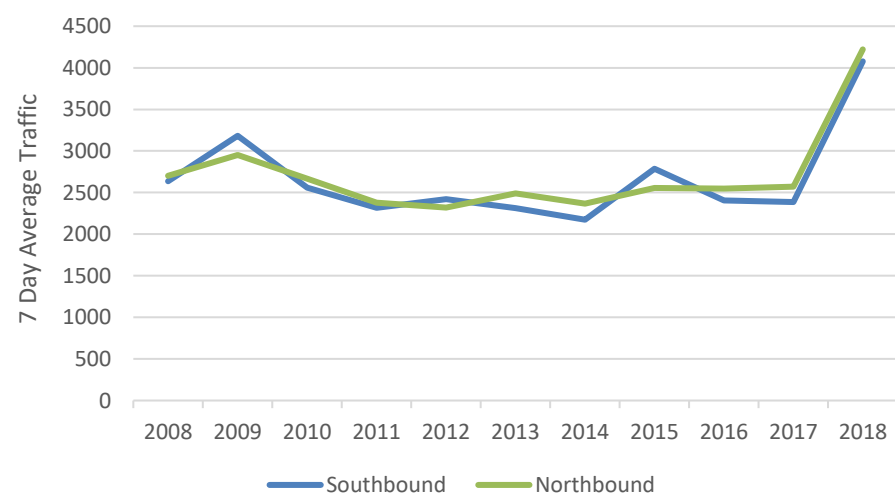
**6. B765 Hillhead Road**



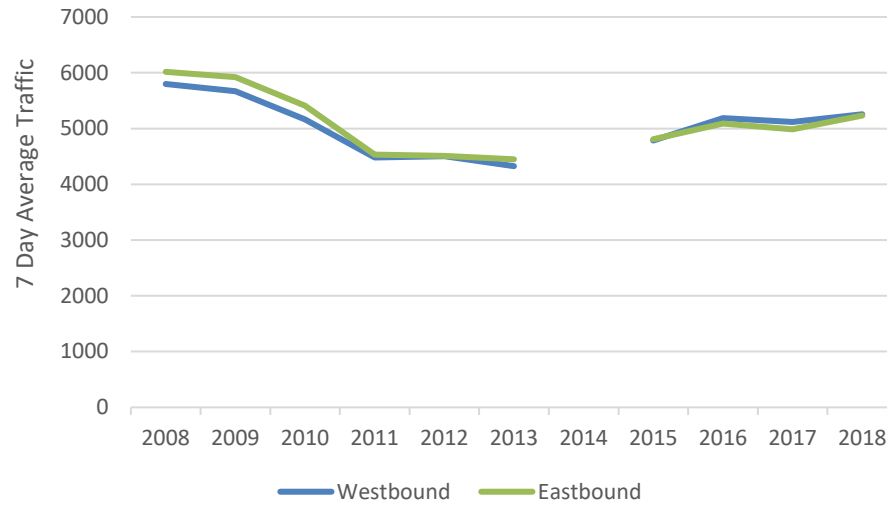
**7. B757 Auchinloch Road**



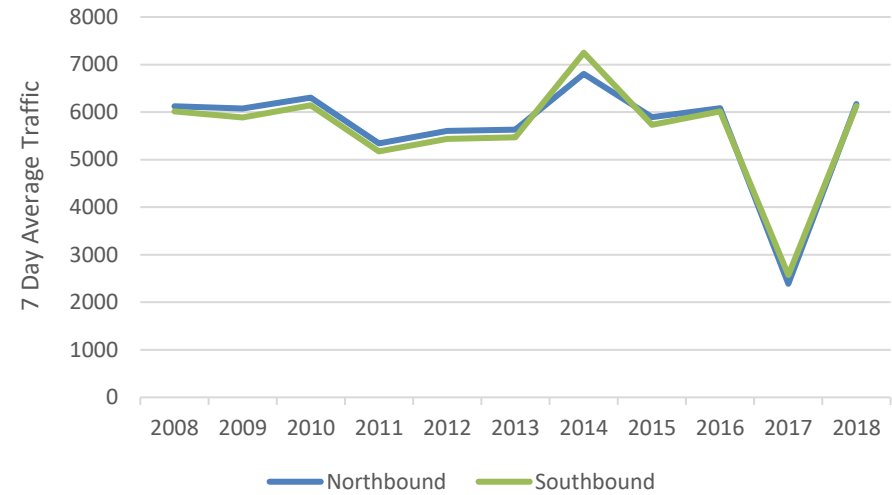
**8. B757 Lindsaybeg Road**



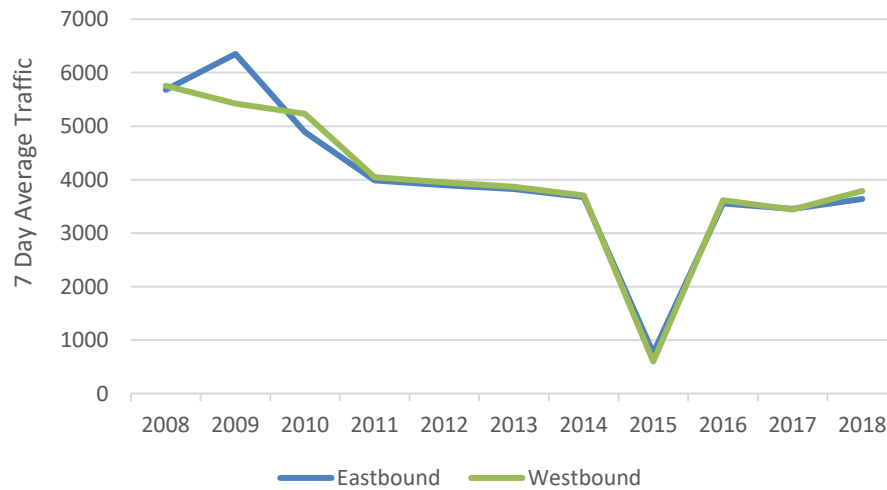
**9. B8049 Bocclair road**



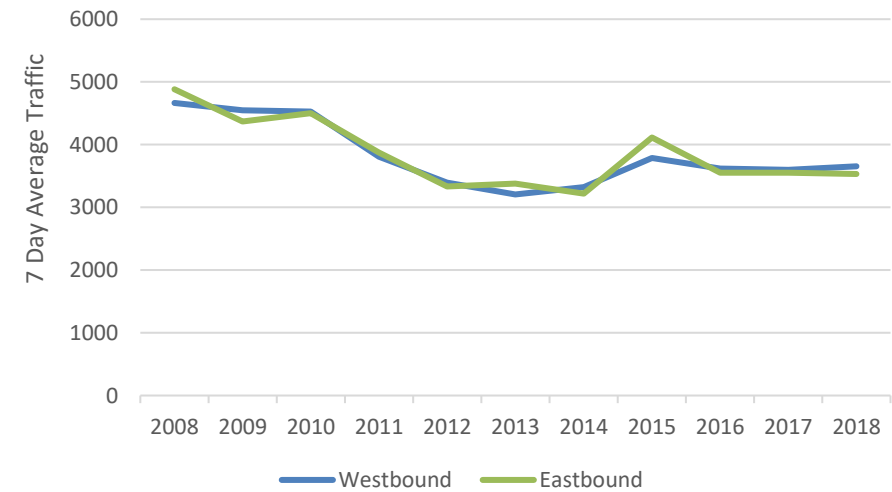
**10. A807 Auchenhowie road**



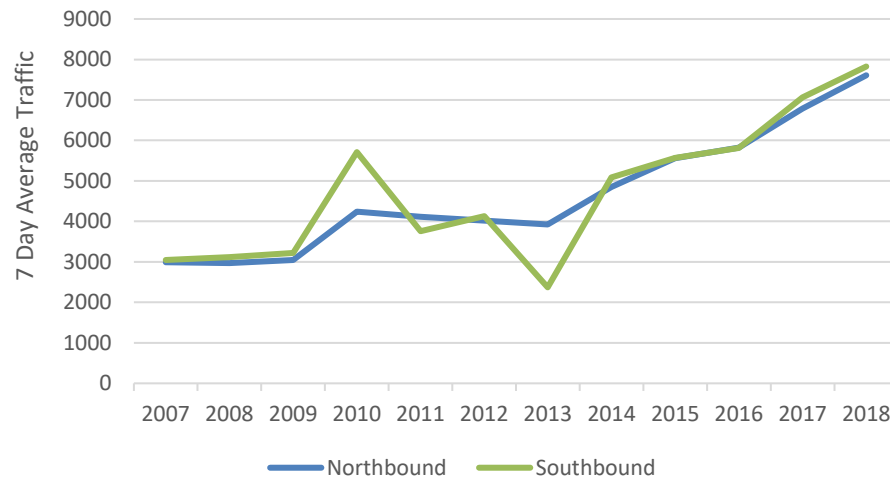
**11. B8048 Kirkintilloch Road**



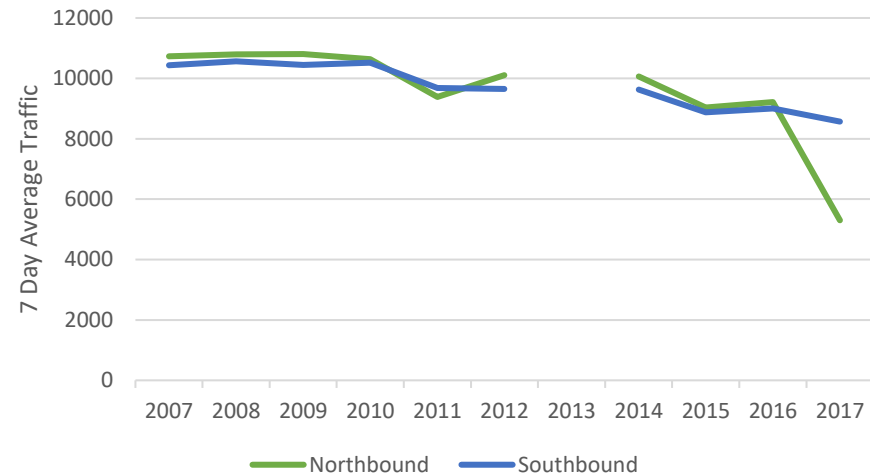
**12. A803 Kilsyth Road**



### 13. Bishopbriggs Relief Road (Phase 2)



### 14. A81 Milngavie Road



### Overall Traffic levels and Trends

The above charts show the 7 day average traffic levels for each site. The data is recorded in the same week each year to provide a consistent and comparable dataset. The majority of sites experienced a fall in road traffic following the economic downturn in 2008, similar to East Dunbartonshire as a whole (Figure 3.10). Various sites are showing that traffic levels have grown towards the levels experienced before the economic downturn, such as site 1 (Duntocher Road), site 2 (Peel Glen Road), and site 8 (Lindsaybeg Road). Road traffic levels at some sites are gradually reducing, such as site 3 (Canniesburn road), site 6 (Hillhead road), site 11 (Kirkintilloch Road), site 12 (Kilsyth Road), and site 14 (A81 Milngavie Road). Notable points include large traffic levels at site 5 (Balmore Road) between 2007 and 2009, which have since normalised. Road works at site 9 (Boclair Road) in 2014 resulted in no data being recorded. Works at Drumgrew Bridge in 2015 resulted in lower than normal traffic levels for site 11. Traffic levels rose on Bishopbriggs Relief Road with the opening of phase 2 around 2009 and the opening of phase 3 around 2014.

Excluding these notable events, absolute levels are generally lower than peaks of the mid 2000s, north/south or east/west trends tend to move in parallel, likely reflective of the high proportion of commuters within East Dunbartonshire making daily AM and PM trips to work or study. Development does not appear to have had a dramatically adverse effect on overall traffic levels.

### 3.6 Parking

Parking provision in East Dunbartonshire, due to the high car ownership rates in East Dunbartonshire is considered to be an important issue. Throughout various consultation exercises carried out by the Council, parking is often highlighted as one of the most important issues with respect to transport. In 2011, the Police relinquished duties of parking enforcement. The duty to enforce parking regulations was transferred to local authorities following an application to apply for Decriminalised Parking Enforcement (DPE) powers and a licensing and consultation process. In 2013, East Dunbartonshire Council assumed the parking enforcement duties. DPE is explained below, as defined by Transport Scotland.

#### **“What is Decriminalised Parking Enforcement?”**

Decriminalised Parking Enforcement (DPE) is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs) to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority.

Local authorities retain the income from penalty charges and from on and off street parking to finance the operation, enforcement and adjudication of the DPE regime. Any surpluses are used firstly for the provision and maintenance of off-street parking facilities and secondly for road

improvement and public transport purposes in the local authority area.”

<sup>16</sup>

DPE regimes may be operated without any on-street charging, however, local authorities do have the powers to introduce on-street charging. It is also possible for car parking attendant duties to be merged with other community function, e.g. integrate parking responsibilities with existing posts such as community wardens.

It has been apparent for some time that many town centre car parks are being used as a free ‘park and ride’ facility with people using car parks to leave their vehicle and walk to a train station or bus stop. This practice, while preferable to a private car journey for the full trip, clogs up the town centre car parks for those who seek to use the services within the town centre during the day. There was low parking space turnover and the businesses were not seeing the benefits of car parking provision as the spaces were used by people who did not use the shops and services in the town centres.

In order to increase turnover and stimulate use of the town centres, from 4 July 2016, parking charges were introduced in seven car parks in East Dunbartonshire. The aim was to reduce weekday commuters clogging the car parks and freeing up spaces for town centre users. In June 2018, the parking charging scheme was amended.

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<sup>16</sup> <http://www.transport.gov.scot/system/files/documents/tsc-basic-pages/Road/Decriminalised%20Parking%20Enforcement.pdf>  
<http://www.transport.gov.scot/system/files/documents/tsc-basic-pages/Road/Decriminalised%20Parking%20Enforcement.pdf>



Charges are now in place between 9am-5.30pm Monday to Saturday with no restrictions in the evenings or Sundays.

The parking costs are:

- 0-2 hours - £1
- 2-3 hours - £2
- 3-4 hours - £3
- Over 4 hours - £5

### Parking Provision

The following table lists all car parking space provision in East Dunbartonshire.

**Table 3.13** Charged spaces

Name	Town	Total Spaces
<b>Carpark off Roman Road</b>	Bearsden	71
<b>Barleybank Carpark</b>	Kirkintilloch	84
<b>Wm. Patrick Library</b>	Kirkintilloch	89
<b>Douglas Street Car Park</b>	Milngavie	57
<b>Mugdock Road Car Park</b>	Milngavie	73
<b>Stewart Street (North) Car Park</b>	Milngavie	21
<b>Woodburn Way Car Park</b>	Milngavie	65

**Table 3.14** Free Parking within Council Enforcement

Name	Town	Ordinary spaces	Disabled spaces
<b>Bearsden Hub</b>	Bearsden	16	2
<b>Brookwood Library</b>	Bearsden	26	4
<b>Carpark Kessington Road shops</b>	Bearsden	16	0
<b>Carpark next to shops</b>	Bearsden	34	2
<b>Glebe Carpark</b>	Bearsden	91	1
<b>Kilmardinny House Car Park</b>	Bearsden	71	2
<b>Kinnoul Car Park</b>	Bearsden	21	0
<b>Stockiemuir Court</b>	Bearsden	3	1
<b>Westerton Hall &amp; Library</b>	Bearsden	13	1
<b>Kenmure Drive Car Park</b>	Bishopbriggs	56	0
<b>Library</b>	Bishopbriggs	11	2
<b>Broomhill Depot Main door</b>	Kirkintilloch	33	2
<b>Broomhill Depot opp main building</b>	Kirkintilloch	39	0
<b>Carpark at shops</b>	Kirkintilloch	55	0
<b>Catherine Street Car Park</b>	Kirkintilloch	20	3
<b>Enterprise House</b>	Kirkintilloch	143	4
<b>Lammermoor Road Car Park</b>	Kirkintilloch	9	0
<b>Lenzie Hall</b>	Kirkintilloch	17	1
<b>McGregor House</b>	Kirkintilloch	15	2
<b>Merkland Playing Fields</b>	Kirkintilloch	40	2
<b>Peel Park</b>	Kirkintilloch	6	1
<b>Rochdale Place Car Park</b>	Kirkintilloch	29	0
<b>Shamrock Street Car Park</b>	Kirkintilloch	17	2
<b>Whitegates Carpark</b>	Kirkintilloch	29	0

Name	Town	Ordinary spaces	Disabled spaces
Southbank House	Kirkintilloch		
Carpark - Enterprise Centre	Lennoxtown	56	4
Carpark - Lennox Square	Lennoxtown	21	0
Chapel Street Car Park	Lennoxtown	44	0
Crow Road Car Park	Lennoxtown	51	0
Main Street Car Park	Lennoxtown	16	0
Veitch Place Car Park	Lennoxtown	18	2
Carpark (by Indian Restaurant)	Milngavie	16	2
Clober Car Park	Milngavie	19	0
Enterprise Centre / Library	Milngavie	33	2
Kersland Drive Car Park	Milngavie	26	1
Library & C.E.Centre	Milngavie	30	2
Lillie Art Gallery	Milngavie	16	2
Milngavie Town Hall	Milngavie	25	1
Station (Fulton Road)	Milngavie	32	6
Stewart Street Car Park	Milngavie	16	3
Birdston Road Car Park	Milton of Campsie	21	2
Craighead Centre & Library	Milton of Campsie	12	1
Main Street Car Park	Torrance	11	0

**Table 3.15** Public Parking outwith Council Enforcement

Name	Town	Ordinary spaces	Disabled spaces
Allander Sports Centre	Bearsden	270	4
Baljaffray Primary	Bearsden	31	0
Bearsden Academy	Bearsden	133	8
Boclair House	Bearsden	42	2
Castlehill Primary	Bearsden	33	2
Colquhoun Park Primary	Bearsden	28	0
Killermont Primary	Bearsden	21	1
Langfaulds Cemetery	Bearsden	40	0
Mosshead Primary	Bearsden	24	0
St.Andrew's Primary	Bearsden	32	0
The Loaning, sheltered housing	Bearsden	2	0
Westerton Primary	Bearsden	9	0
Auchinairn Primary	Bishopbriggs	18	0
Bishopbriggs Academy	Bishopbriggs	107	6
Cadder Cemetery	Bishopbriggs	58	0
Cleddens Childcare Centre	Bishopbriggs	23	2
Hilton Depot	Bishopbriggs	70	2
Leisuredrome	Bishopbriggs	179	6
Primary Care	Bishopbriggs	0	0
Springfield House	Bishopbriggs	17	1
St.Helen's RC Primary	Bishopbriggs	8	0
St.Matthew's Primary	Bishopbriggs	28	0
Turnbull High	Bishopbriggs	83	8
Westercleddens Primary	Bishopbriggs	21	0
Woodhill Primary	Bishopbriggs	89	2

Name	Town	Ordinary spaces	Disabled spaces
<b>Auld Aisle Cemetery</b>	Kirkintilloch	10	0
<b>Broomhill Depot large rear carpark</b>	Kirkintilloch	151	2
<b>Campsie View School</b>	Kirkintilloch	48	0
<b>Gartconner Primary</b>	Kirkintilloch	39	1
<b>Harestanes Primary &amp; Community Centre</b>	Kirkintilloch	25	1
<b>Hillhead Primary</b>	Kirkintilloch	11	1
<b>Holy Family Primary ( 2 parks)</b>	Kirkintilloch	13	0
<b>Kelvinbank Adult Training Centre</b>	Kirkintilloch	0	1
<b>Kirkintilloch High</b>	Kirkintilloch	86	5
<b>Kirkintilloch Integrated Centre</b>	Kirkintilloch	158	12
<b>Kirkintilloch Leisure Centre</b>	Kirkintilloch	163	7
<b>Kirkintilloch Town Hall</b>	Kirkintilloch	2	0
<b>Lenzie Academy</b>	Kirkintilloch	67	1
<b>Merkland Primary</b>	Kirkintilloch	29	2
<b>Oxgang Primary</b>	Kirkintilloch	24	0
<b>Resource Centre</b>	Kirkintilloch	12	1
<b>St.Agatha's Primary</b>	Kirkintilloch	15	0
<b>St.Flannan's Primary</b>	Kirkintilloch	0	2
<b>St.Ninian's Hall</b>	Kirkintilloch	18	0

Name	Town	Ordinary spaces	Disabled spaces
<b>St.Ninian's High</b>	Kirkintilloch	66	10
<b>Lennoxton Primary</b>	Lennoxton	18	0
<b>St.Machan's Primary</b>	Lennoxton	21	0
<b>Burnbank Sheltered Housing</b>	Milngavie	0	0
<b>Clober Primary</b>	Milngavie	44	0
<b>Craigdhu Primary</b>	Milngavie	24	0
<b>Douglas Academy</b>	Milngavie	7	
<b>Milngavie Primary</b>	Milngavie	21	0
<b>Scout Hall</b>	Milngavie	6	2
<b>Sheltered Housing</b>	Milngavie	5	2
<b>St.Joseph's Primary</b>	Milngavie	14	2
<b>The Grange 1</b>	Milngavie	6	1
<b>Craighead Primary</b>	Milton of Campsie	9	1
<b>Torrance Primary</b>	Torrance	10	1
<b>Leisure Centre</b>	Twechar	20	0
<b>Twechar Primary</b>	Twechar	14	0
<b>Brackenbrae House</b>	Bishopbriggs	0	2
<b>Huntershill House</b>	Bishopbriggs	20	0
<b>Auld Kirk Museum</b>	Kirkintilloch	7	1
<b>Larkfield Centre (temporary)</b>	Lenzie	40	3

The above tables illustrate good parking provision throughout the area however concerns have been raised at Network Rail owned car parks about lack of spaces at rail stations. Provision for cycle and car parking at each of the East Dunbartonshire Stations is given below.

**Table 3.16** Parking provision at rail stations within East Dunbartonshire.

Station	Car Parking spaces	Cycle Parking Spaces
Lenzie	149	26
Bishopbriggs	0 – On street	10
Milngavie	134	28
Bearsden	92	16
Hillfoot	16	22
Westerton	110	14

Of all of these Bishopbriggs and Hillfoot have physical constraints around the station and there is almost no scope for increasing parking within the stations.

#### **Blue Badge Holders**

The Blue Badge Scheme provides a national arrangement in the UK, and a partnership arrangement in most European countries, of parking concessions for people with disabilities who travel either as drivers or passengers.

There are currently 4,645 blue badge holders in East Dunbartonshire.

## 4. Air Quality

### 4.1 National

On 22 September 2017 Scotland's Chief Statistician announced the release of a report on Scottish emissions of carbon monoxide, ammonia, nitrogen oxides, sub-10 micron particulate matter (PM<sub>10</sub>), sulphur dioxide, lead and non-methane volatile organic compounds (NMVOCs).<sup>17</sup> The Scottish Government announced:

"The main findings are:

- Over the long term there have been reductions in Scottish emissions for all the pollutants. Since 1990, there have been decreases of 10% for ammonia, 63% for PM<sub>10</sub>, 66% for NMVOCs, 71 per cent for nitrogen oxides, 83 per cent for carbon monoxide, 92 per cent for sulphur dioxide and 99 per cent for lead.

In 2015:

- Ammonia – Scottish emissions accounted for 12% of UK emissions. The main source of Scottish emissions was agriculture – responsible for 87% of emissions.
- PM<sub>10</sub> – Scottish emissions accounted for 8% of UK emissions. 40% of Scottish emissions came from commercial, domestic and agricultural combustion, 12% from agriculture and 12% from transport sources.
- Nitrogen oxides – Scottish emissions accounted for 9% of UK emissions. Transport sources accounted for 43% of Scottish emissions, energy industries 28% and industrial combustion 14%.
- NMVOCs – Scottish emissions accounted for 17% of UK emissions. Industrial processes (mainly breweries and distilleries) accounted

for 46% of Scottish emissions, solvents and other product use 20% and fugitive emissions from fuels 15%.

- Sulphur dioxide – Scottish emissions accounted for 10% of UK emissions. 75% of Scottish emissions came from power generation and 20% from combustion.
- Carbon monoxide – Scottish emissions accounted for 7% of UK emissions. Combustion accounted for 63% of Scottish emissions and transport 28%.
- Lead – Scottish emissions accounted for 4% of UK emissions. Industrial combustion accounted for 30% of Scottish emissions, energy industries 24%, industrial processes 20% and other combustion processes 18%

There are uncertainties associated with all estimates of pollutant emissions. The uncertainty rating are "high" for ammonia, carbon monoxide and PM<sub>10</sub>, "moderate" for NMVOCs and lead and "low" for nitrogen oxides and sulphur dioxide. However, although for any given year considerable uncertainties may surround the emission estimates, it should be noted that trends over time are likely to be more reliable."<sup>18</sup>

<sup>17</sup> [http://naei.beis.gov.uk/reports/reports?report\\_id=895](http://naei.beis.gov.uk/reports/reports?report_id=895)

<sup>18</sup> <http://news.scotland.gov.uk/News/Scottish-Emissions-of-Air-Pollutants-2014-Results-2ad3.aspx>

## 4.2 Local

Local authorities across Scotland are required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholders to improve local air quality. A Local Air Quality Management (LAQM) Report is required to be produced annually. The report fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents. Poor air quality has been identified as dangerous to human health and creates an unpleasant environment for all. Improving air quality is part of Transport Scotland's high level NTS strategic outcome, stated below:

“To ‘reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health.’

In East Dunbartonshire, the main pollutants of concern are Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). Previous modelling studies have indicated that the source of pollutants is mainly due to road traffic emissions; both volume of traffic and congestion. Indeed, Cleaner Air for Scotland identifies transport as a key cause of poor air quality and acknowledges that a sixth of PM<sub>10</sub> and over a third of NO<sub>x</sub> is caused by road transport. Emissions from transport have been identified as the main contributor of NO<sub>2</sub> and PM<sub>10</sub> (particulates) pollution, specifically, in East Dunbartonshire. Domestic emissions are the main contributor of CO<sub>2</sub> emissions. The busiest routes that are of concern in relation to air quality within East Dunbartonshire are the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. There are currently two Air Quality Management Areas (AQMA) declared within

East Dunbartonshire, Bishopbriggs (declared in 2005) and Bearsden (declared in 2011), both of which were declared an AQMA after several years of exceeding national NO<sub>2</sub> and PM<sub>10</sub> objective levels. Maps of both AQMAs are found in Figures 4.1 and 4.3

East Dunbartonshire Council prepares an annual progress report for air quality for submission to the Scottish Government which details data on NO<sub>2</sub> and PM<sub>10</sub> pollutants and provides further detail on industrial and commercial developments in order to determine whether air quality in the authority area is in compliance with the Scottish and UK air quality objectives.

**Table 4.1** A summary of the Air Quality Objectives in Scotland is provided below.

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide (NO <sub>2</sub> )	200 µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m <sup>3</sup>	Annual mean	31.12.2005
Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> , not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	18 µg/m <sup>3</sup>	Annual mean	31.12.2010
Particulate Matter (PM <sub>2.5</sub> )	10 µg/m <sup>3</sup>	Annual mean	31.12.2020
Sulphur dioxide (SO <sub>2</sub> )	350 µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m <sup>3</sup>	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m <sup>3</sup>	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m <sup>3</sup>	Running 8-Hour mean	31.12.2003
Lead	0.25 µg/m <sup>3</sup>	Annual Mean	31.12.2008

East Dunbartonshire Council has 4 continuous automatic analysers. These are situated in the 4 largest settlement areas in the following locations:

Bearsden – Roman Road/Drymen Road  
Bishopbriggs – Crowhill Road  
Kirkintilloch – Townhead  
Milngavie – Park Road/Main Street

Monitoring over 2016 indicates an overall downward trend in annual mean NO<sub>2</sub> concentration at 3 out of the 4 sites with the exception being Bearsden, which displayed an unexpected exceedance. This was the first recorded exceedance at any of the 4 sites in the last 5 years.

There was no exceedance of the PM10 annual mean at any of the 4 sites, however, there is no noticeable, steady downward trend.

Levels in Bishopbriggs have decreased overall in recent years and modelling work undertaken has indicated that work can begin towards revoking the AQMA. For this reason, the Bishopbriggs Air Quality Action Plan will not be updated. A draft Bearsden Air Quality Action Plan was consulted on in early 2018 with an amended version to follow.

Air quality is a material consideration within the planning decision making process, ensuring local development proposals are considered in terms of air quality to ensure the implications are examined and considered in advance and appropriate consultation takes place with partners such as SEPA and Scottish Natural Heritage.

### **Actions to Improve Air Quality**

East Dunbartonshire Council has undertaken a number of Clean Air Initiatives to help improve air quality including school banner competitions to encourage the switch off of vehicle engines; and patrols with Environmental Protection staff and Police Scotland to raise

awareness of air quality issues. East Dunbartonshire Council has taken forward a number of measures which were detailed in the Bishopbriggs Action Plan during the current reporting year of 2016 in pursuit of improving local air quality. The key completed measures are:

- Support the completion of the Kirkintilloch Link Road (KLR) and ensure that appropriate signage is installed for the KLR to encourage Glasgow commuter traffic away from the A803 corridor. **Completed in late 2010**
- Support the construction of phases 3 to 5 of the Bishopbriggs Relief Road (BRR) to the east of Bishopbriggs. **Phase 3 was completed in 2015 and phase 4 is now in progress**
- Support Network Rail and ScotRail in increasing and improving rail services to and from Bishopbriggs and other stations in East Dunbartonshire. **Extension to platform to allow longer trains to stop now completed. Supporting the Edinburgh Glasgow Improvements Programme (EGIP)**
- The Active Travel Strategy has a range of measures for walking and cycling, infrastructure and behaviour change that aim to facilitate increased walking and cycling. Many of these measures have been delivered: Healthy Habits Signage across the authority area, Bears Way Cycleway Phase 1, Kirkintilloch Masterplan including a 20 Mph speed restriction, increase cycle parking at stations and town centres with more to follow.
- Feasibility for a multi modal sustainable transport corridor along the A803 in Bishopbriggs and examine options for increasing public transport and active travel in Bishopbriggs Town Centre. **This has been completed in 2017.**



East Dunbartonshire Council expects the following measures to be completed over the course of the next reporting year:

- Support construction of phases 4 to 5 of the BRR to the east of Bishopbriggs. Phase 4 should be completed over the course of 2018 which is likely to remove some traffic off the A803 through Bishopbriggs town centre.
- Investigate preferential licensing for taxis with low emissions. New powers gained by Licensing Standards Officers may address this over the course of the next reporting year. Older taxi stock can be more polluting therefore upgrading the quality of the licensed taxi stock should help improve air quality.

#### Local Priorities and Challenges

Adoption of the Bearsden Air Quality Action Plan and continued monitoring of the Bishopbriggs AQMA are the local priorities for air quality.



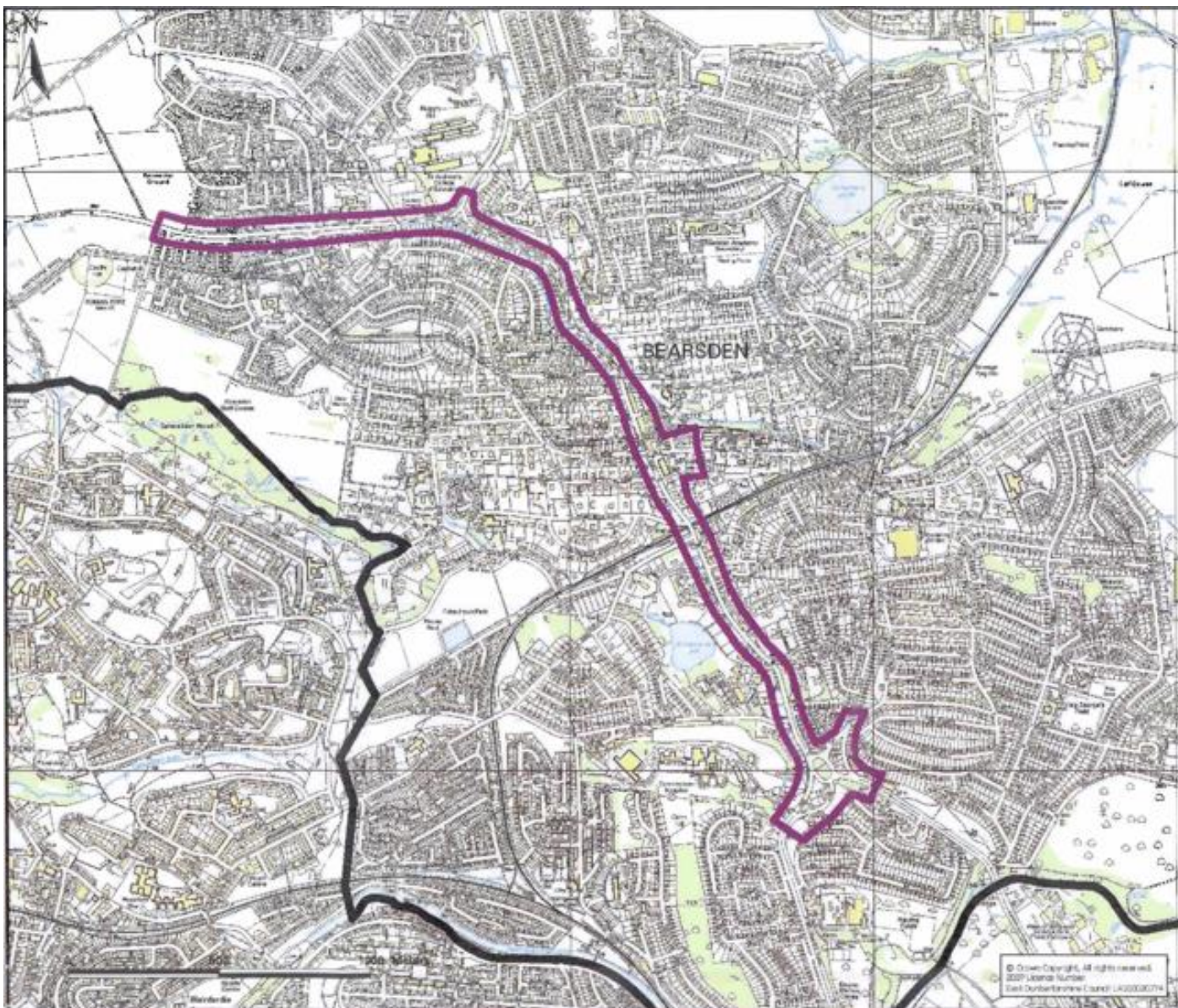


Figure 4.1 – Map of Bearsden AQMA



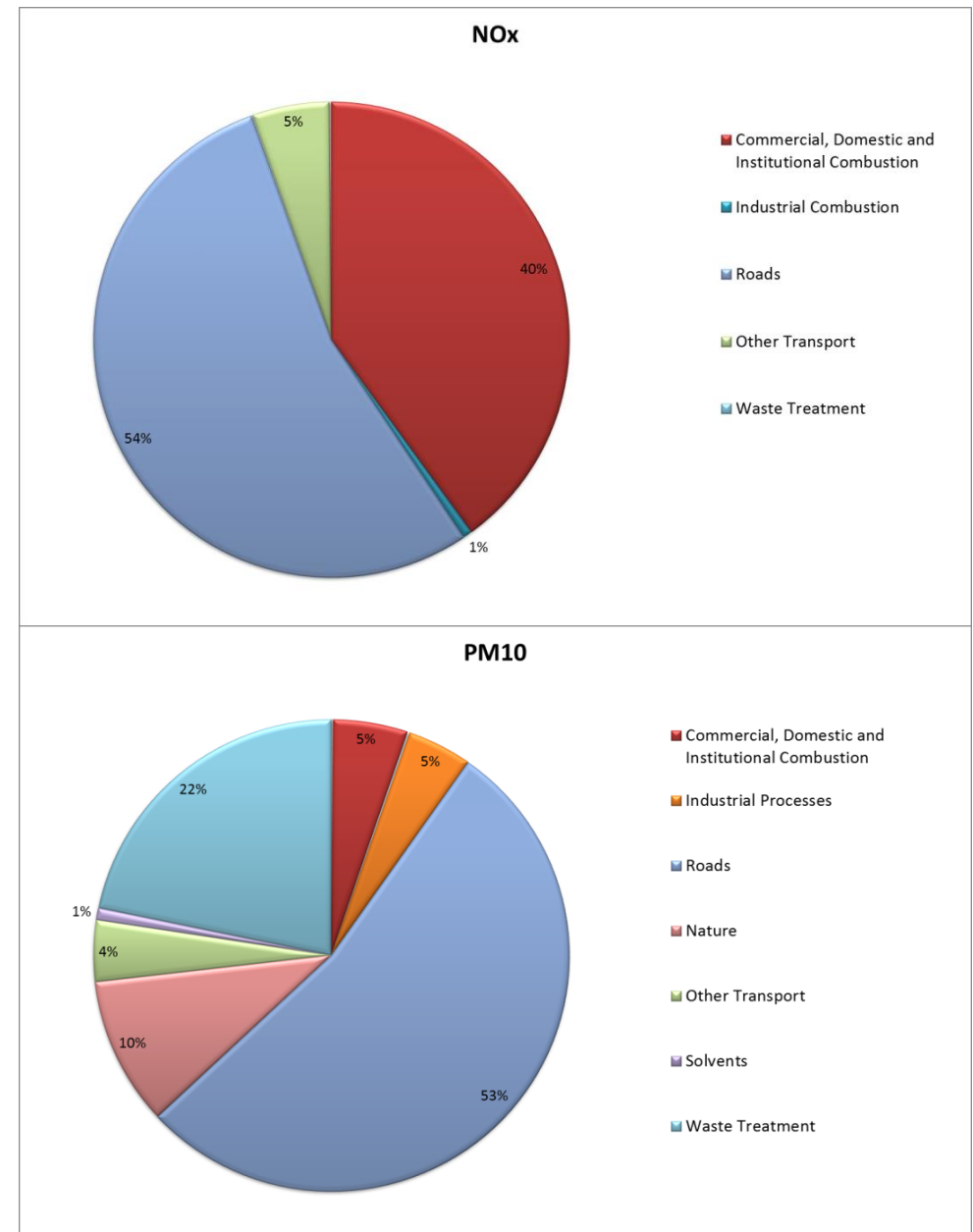
The total atmospheric emissions from the 1km grid squares covering the Bearsden AQMA in 2008 are presented in 2 with the totals broken down by source in 2 and 3.<sup>19</sup>

2 indicates that 54% of NO<sub>x</sub> emissions are attributable to road transport with 40% commercial/residential combustion and other transport (5%) account for the remainder. Figure 4.2 indicates that the dominant source of PM<sub>10</sub> in Bearsden is road transport with a range of other sources accounting for the remainder of emissions.

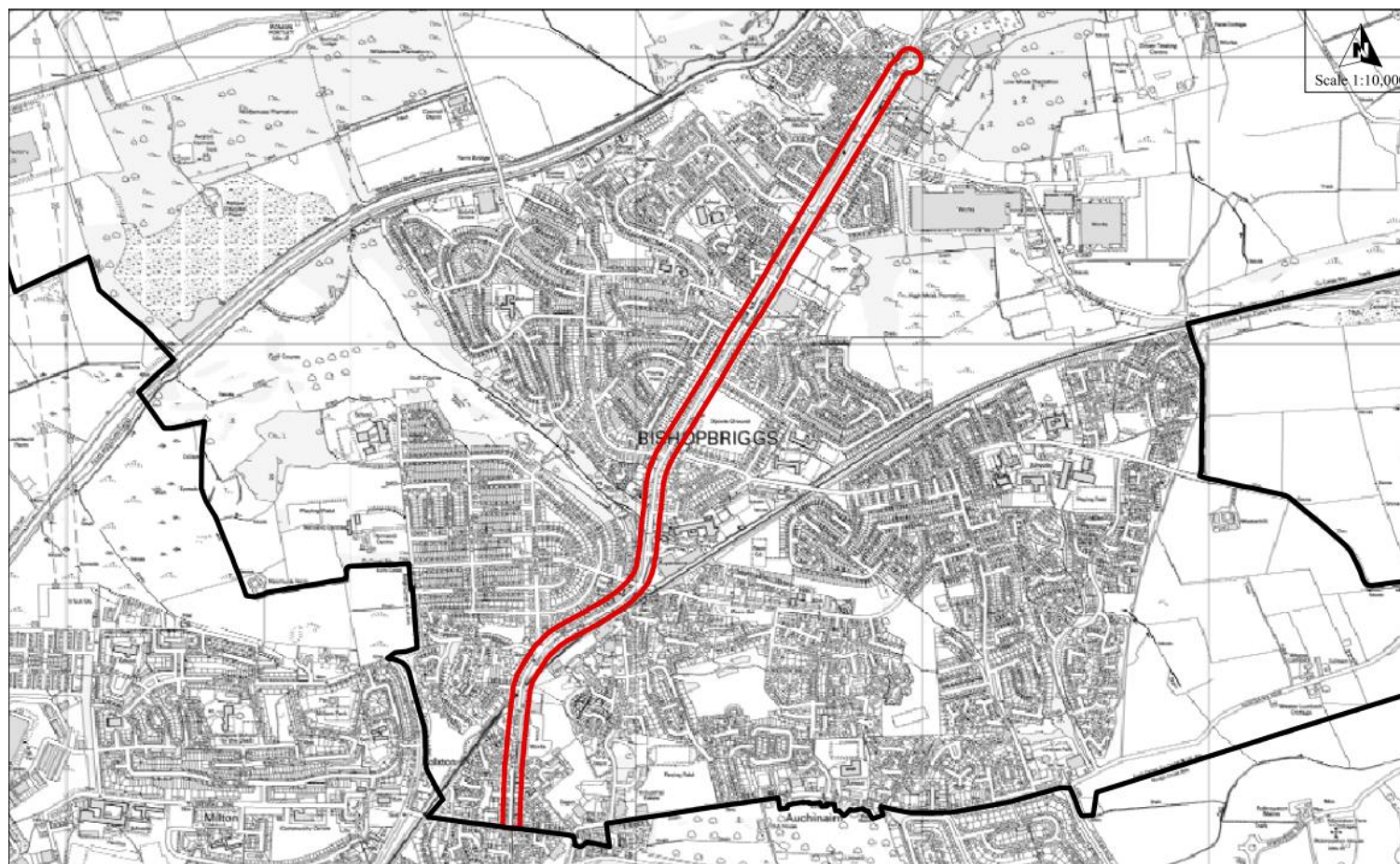
**Table 4.2** Emission Totals in Bearsden AQMA

Source	NO <sub>x</sub> emitted (tonnes/year)	PM <sub>10</sub> emitted (tonnes/year)
Agriculture	0.0	0.0
Commercial, Domestic and Institutional	55.6	0.5
Industrial Combustion	0.9	0.0
Industrial Processes	0.0	0.4
Minor Roads	75.1	5.3
Nature	0.1	1.0
Other Transport	7.3	0.4
Solvents	0.0	0.1
Waste Treatment	0.2	2.2

<sup>19</sup> These table and figures are taken form the Bearsden Air Quality Action Plan, prepared by Ricardo Energy and Environment.



**Figure 4.2** Sources of NO<sub>x</sub> and PM<sub>10</sub> in Bearsden 2008



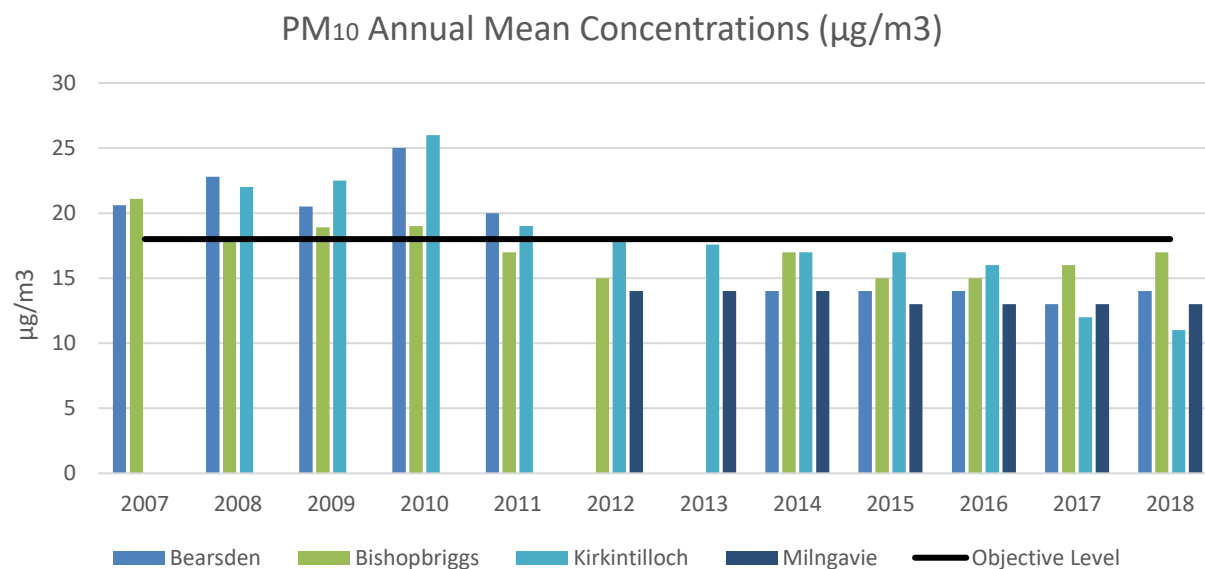
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**East Dunbartonshire Council**  
**Air Quality Management**  
**Area**

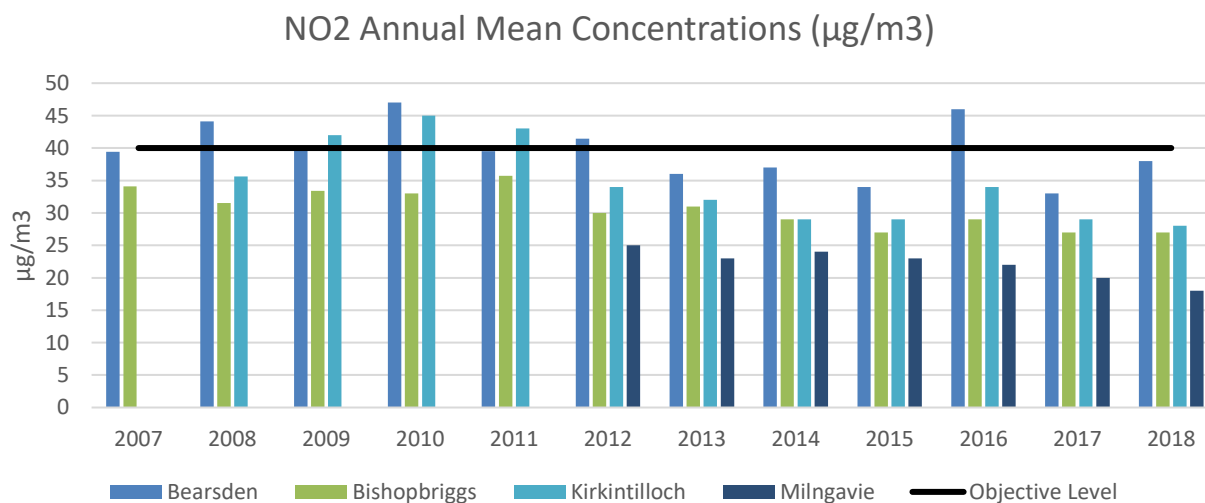


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**Figure 4.3 Map of Bishopbriggs AQMA**



The downward trend since 2010 is visible and since 2013, the annual mean concentration for PM<sub>10</sub> is below the objective level, shown by the horizontal black line. This shows that for East Dunbartonshire's four main settlements, the objective is being successfully attained for particulate matter.



The exceedance in Bearsden observed in 2016 is the only exceedance at any of the sites in the past 5 years. There has been a general downward trend at the 4 sites since 2011 with 2016 being an exception, with rises observed at 3 out of the 4 sites.

Figure 4.4 – Concentrations of PM<sub>10</sub> and NO<sub>2</sub> at the four automatic continuous monitors in East Dunbartonshire

### **Conclusions from new monitoring data**

Levels around Kirkintilloch, are meeting air quality objectives for NO<sub>2</sub> and PM<sub>10</sub>. Dispersion modelling carried out in 2016 has indicated that an AQMA is not required. Congestion around the junction close to the continuous monitor has increased year on year since opening in late 2010 and there are long term works underway in Kirkintilloch Town Centre to actively reduce traffic through the town centre.

A continuous monitor in Milngavie was installed in 2011 as modelling indicated pollutant hot spots, however, data over the last 5 consecutive years has indicated a downward trend and levels of NO<sub>2</sub> and PM<sub>10</sub> are well within objective levels.

Since the declaration of the Bearsden AQMA, levels of NO<sub>2</sub> and PM<sub>10</sub> have generally been on a downward trend. However the 2016 exceedance of NO<sub>2</sub> shows there are still issues and these will aim to be addressed through the Bearsden Action Plan process.

Levels of NO<sub>2</sub> and PM<sub>10</sub> have generally been reducing over the last 5 years however, modelling for Bishopbriggs will inform the decision on whether the existing AQMA declaration should be revoked.

Air quality will continue to be a material planning consideration to ensure development does not have an adverse effect on local air quality.

In summary, while air quality in East Dunbartonshire is generally improving and the forthcoming Air Quality Action Plans will aim to further improve air quality in the area, it is still acknowledged to be an issue and further monitoring is required.

## 5. Summary

The range of transport data and statistics shown in this background report highlight some notable trends that indicate the state of transport behaviours in East Dunbartonshire and Scotland. This section provides a brief summary of the major trends and characteristics related to transport in East Dunbartonshire.

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

The following general trends in East Dunbartonshire are observed:

- The majority of residents in East Dunbartonshire travelled to work or study by car or van (67% compared to the Scottish average of 62%)
- The percentage of people using public transport to travel to work or study in East Dunbartonshire is very low compared to the Scottish average.
- The percentage of people walking or cycling to work or study in East Dunbartonshire is very low compared to the Scottish average.
- East Dunbartonshire school pupils recorded higher overall levels of active travel to school than the national average, however, levels of cycling to school was lower.
- Rail patronage is rising in the long term and is relatively high compared to the Scottish average. The levels of entries and exits at stations in East Dunbartonshire peaked in 2014/15 and have fallen by almost 3% since. The exception is Lenzie station where levels have risen by almost 4.5%. The authority wide decline in rail use since 2014/15 goes against the national trend, where year on year increases have been recorded.
- Bus patronage is falling locally and nationally, however, the patronage in East Dunbartonshire is low compared to the Scottish average.
- East Dunbartonshire has very high levels of car ownership compared to regional and national levels.
- The levels of road traffic reduced following the economic downturn in 2008. However, in 2017 road traffic levels were the highest ever recorded both locally and nationally.
- Road safety is improving in East Dunbartonshire with both serious and overall reported accidents down by almost 50% over the past decade.
- Overall petrol and diesel consumption in East Dunbartonshire continues to fall
- Air quality, although improving is still a problem that requires further action to reduce harmful emissions and further monitoring. The Bishopbriggs and Bearsden Air Quality Management Area Plans set out detailed plans for improving air quality in these areas.

The following figure details the strengths, weaknesses, opportunities and threats that have been illustrated within this evidence and data review. It highlights areas of improvement within East Dunbartonshire including rail patronage increase and a reduction in road accidents, and areas that need to be addressed, such as air quality and low levels of active travel. This can then provide an evidence base along with SWOT analysis from the other background reports to generate options for the Transport Options Report and ultimately actions within the forthcoming Local Transport Strategy. These characteristics are indicative of some of the areas of concern for East Dunbartonshire and form a useful basis for setting transport planning objectives and scoping out potential improvements and actions that can fulfil these objectives.



Attainment and school leaver destinations are high across East Dunbartonshire

The area has relative levels of affluence with pockets of deprivation

Male and Female life expectancy is amongst the highest in Scotland

East Dunbartonshire has a rich and varied historic built and natural environment, including a UNESCO world heritage site in the Antonine Wall and the Forth and Clyde Canal

Rail use is rising in East Dunbartonshire over the long term and is higher than the regional and national average.

There are 460 bus stops and 185 shelters maintained by SPT within the authority area.

There are 14 supported local bus services carrying approximately 400,000 passengers annually.

There are 4 MyBus services operating in the area carrying 23,000 passengers annually.

The combined total of fatal and serious accidents have been steadily decreasing over the past 10 years.

Consumption of petrol and diesel in East Dunbartonshire is falling

Road network conditions are better than the national average

## Strengths

## Opportunities

East Dunbartonshire has slightly higher cycle ownership rates than the regional and national averages.

Completion of BRR Phase 4 is expected to remove some of the traffic off the A803 through Bishopbriggs Town Centre.

There is an increasing pool of Electric Vehicle charging points across the authority.

Over two thirds of East Dunbartonshire residents drive to work which is 5% higher than the national average.

Levels of walking and cycling to work for East Dunbartonshire residents is lower than both the regional and national averages.

Bus patronage levels are lower in East Dunbartonshire than the regional and national averages.

## Weaknesses

## Threats

East Dunbartonshire has a decreasing and ageing population. The population is expected to fall by 7% over the next 25 years and is characterised by a higher than average (11%) proportion of households over the age of 65.

While air quality is improving in Bishopbriggs and Bearsden, it still provides a major issue that will be need to be addressed through the LTS and the air quality action plans.

Vehicle kilometres travelled on East Dunbartonshire roads are at their highest ever recorded levels.

Entries and exits at rail stations across East Dunbartonshire have been decreasing since 2014/15

## Glossary of terms

AQMA	Air Quality Management Area
BRR	Bishopbriggs Relief Road
CO <sub>2</sub>	Carbon Dioxide
DPE	Decriminalised Parking Enforcement
ED	East Dunbartonshire
EDC	East Dunbartonshire Council
EGIP	Edinburgh Glasgow Improvement Programme
KLR	Kirkintilloch Link Road
LAQM	Local Air Quality Management
LNCS	Local Nature Conservation Site
LNR	Local Nature Reserve
LTS	Local Transport Strategy
NATA	North Area Transport Association
NO <sub>2</sub>	Nitrogen Dioxide
NMVOC	Non-methane volatile organic compound
PCN	Penalty Charge Notice
PM <sub>10</sub>	Particulate Matter > 10µm in diameter
RTRA	Road Traffic Reduction Act
SEA	Strategic Environmental Assessment
SEPA	Scottish Environment Protection Agency
SHS	Scottish Household Survey
SIMD	Scottish Index of Multiple Deprivation
SPT	Strathclyde Partnership for Transport
SSSI	Site of Special Scientific Interest
SWOT	Strength, Weaknesses, Opportunities, Threats
TATiS	Transport and Travel in Scotland
USP	Understanding Scottish Places

## Local Transport Strategy

### Route Corridor Studies Review



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## 1. Introduction

### Summary of studies

There are two main route corridors within East Dunbartonshire, these are; the A81 Milngavie-Bearsden-Glasgow corridor and the A803/806 Kirkintilloch/Lenzie-Bishopbriggs-Glasgow corridor. A number of route corridor studies have been carried out to appraise a range of options that aim to improve overall transport conditions in East Dunbartonshire and support sustainable and active travel on the two main corridors.

Details of these studies can be found at the following web address

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

The Route Corridor Studies provide evidence and do not set out policy or strategy, nor have they been approved by East Dunbartonshire Council as policy. All options therefore either contribute towards delivering policy set out in the 2013 Local Transport Strategy or have been considered through the Local Transport Strategy process.

Through the Local Transport Strategy process, some options may not be considered suitable for progressing due to the appraisal finding a low ratio of benefits to costs or identifying prohibitive costs or delivery issues. The summaries in section 5 below have assisted assessment of the detailed Route Corridor Studies and the preferred and alternative options set out in the Transport Options Report. The Transport Options Report highlighted key points from the summaries in section 5 in explaining the rationale for including an option as a preferred option or alternative.

This background report will describe in detail the outcomes of the route corridor studies carried out on each corridor in 2015 by AECOM and the A81 Transport Options Appraisal Study carried out by WSP in 2018. The 2015 studies were commissioned by East Dunbartonshire Council and SPT to provide updates to previous studies and appraise a number of options for each corridor. The 2018 WSP study was commissioned by East Dunbartonshire Council to provide value for money assessments for a rail halt at Allander as part of a wider STAG study.

## 2. STAG Methodology

Scottish Transport Appraisal Guidance (STAG) is the Scottish Government's option appraisal methodology and is used to help transport planners and decision-makers to develop transport policies and projects in Scotland.

The Guidance supports the Scottish Government's objectives by providing a clear framework to assess evidence-based transport problems and opportunities. It does so by promoting robust, objective-led analysis that can be consistently applied in all transport appraisal contexts. It is a requirement that all transport projects for which Scottish Government support or approval is required are appraised in accordance with STAG.

STAG appraisal has four parts:

- Pre-Appraisal: project objectives are established with key stakeholders; an analysis of present and future problems, constraints and opportunities; and option generation sifting and development;
- Part 1 Appraisal: initial appraisal and broad assessment of impacts, designed to decide whether a proposal should proceed, subject to meeting the planning objectives and fitting with relevant policies; and
- Part 2 Appraisal: detailed appraisal of the options taken forward from the Part 1 appraisal with specific consideration to the Government's objectives (Environment, Safety, Economy, Integration, Accessibility and Social Inclusion), cost to government, monitoring and evaluation, and risk and uncertainty.
- Post-Appraisal: Following the STAG study and project completion. This phase focuses on monitoring and evaluation, to assess performance against the original appraisal.

The studies utilise this appraisal methodology to establish the rationale for potential transport interventions using a robust evidence base to allow for informed decision making. It should be noted that STAG tests options against an extensive set of criteria which indicates options' effectiveness in various contexts, and provides an aid to decision makers.

It should be noted that STAG studies are proportionate transport appraisals and there is no rigid approach to generating options although there are mandatory criteria for options to be tested against. In particular the A803/806 studies focussed on strategic level projects while acknowledging the benefits of Active Travel options and assumed these will be progressed through the Local Transport Strategy delivery process.

### 3. Summary of A803/806 Study

Table 1

<b>Study</b>	A803/806 (Kirkintilloch/Lenzie – Bishopbriggs – Glasgow) Route Corridor Study 2015
<b>Author</b>	AECOM
<b>Methodology</b>	<ul style="list-style-type: none"> <li>• STAG – See above</li> <li>• Qualitative appraisal</li> <li>• Quantitative appraisal – modelling used Central Scotland Transport Model 12 (CSTM12), a multi-modal transport model covering the main road and public transport network of the Central Belt of Scotland.</li> </ul>
<b>Stakeholder Consultation</b>	<p>Transport Appraisal Stakeholder Workshop held on 6 November 2014 with representatives from key stakeholder groups, including; community councils, SPT, NHS, Police Scotland, Transport Scotland, cycling groups, East Dunbartonshire Council and the consultants, AECOM. The stakeholder workshop allowed for further discussion of the options and assisted the consultants in gaining a greater understanding of perceptions of issues and opportunities on the corridors. Telephone interviews were carried out with stakeholders who were unable to participate in the workshops but expressed an interest in being involved.</p> <p>The study team also met separately with Transport Scotland and Network Rail.</p>
<b>Key transport problems</b>	<ul style="list-style-type: none"> <li>• Peak congestion, particularly on the A803 through Bishopbriggs, with associated impact on journey time reliability and air quality.</li> <li>• High levels of through-traffic with a potential negative effect on local traffic movement.</li> <li>• Parking pressures around rail stations (Lenzie), and on-street parking in Bishopbriggs including the A803.</li> <li>• Bus journey time reliability on the A803 during peak times, and also on the M8 approach to Glasgow (express services from East Dunbartonshire via the A806).</li> <li>• High demand for rail services from the study area, particularly on peak services between Lenzie / Bishopbriggs and Glasgow.</li> <li>• Future growth in economic and housing developments including areas such as Woodilee and Westerhill.</li> <li>• Relatively high private car ownership, with higher than national average use of car for travel to work and study.</li> <li>• Carriageway space is limited in some parts of the A803 therefore most on-road cycling is not segregated from normal vehicular traffic.</li> <li>• There are various environmental constraints in the area including an Air Quality Management Area (AQMA) at Bishopbriggs.</li> </ul>

	<ul style="list-style-type: none"> <li>• Lack of connectivity / interchange between local bus services and rail.</li> </ul>
<b>Transport Planning Objectives</b>	<ol style="list-style-type: none"> <li>1. Promote modal shift to sustainable transport modes for trips to key attractors outside of the study area, particularly commuting journeys.</li> <li>2. Improve public transport journey times and journey time reliability through the study area.</li> <li>3. Improve accessibility by sustainable transport modes to key trip attractors within the study area.</li> <li>4. Deliver a transport network that supports improvements to human health and air quality, while minimising the impact on the environment.</li> <li>5. Provide a sustainable transport network that supports local development, regeneration and contributes to the sustainable economic growth of the study area.</li> </ol>
<b>Options Appraised</b>	<ol style="list-style-type: none"> <li>1. Do Minimum</li> <li>2. A803 Quality Bus Corridor package.</li> <li>3. Bus Hub in Kirkintilloch.</li> <li>4. Bus Park-&amp;-Ride adjacent to/in vicinity of KLR and associated bus priority.</li> <li>5. Bus Park-&amp;-Ride adjacent to BRR and associated bus priority.</li> <li>6. Bus Service Improvements and new services (including Kirkintilloch / Lenzie Loop Bus).</li> <li>7. Increase parking provision at Lenzie Rail Station.</li> <li>8. Develop a new rail halt at Woodilee (with P&amp;R) &amp; promote sustainable access.</li> <li>9. Develop a new rail halt at Westerhill (with P&amp;R) &amp; promote sustainable access.</li> </ol>



#### 4. Options Appraised in 2015 Route Corridor Studies

##### A803/806 (Kirkintilloch/Lenzie – Bishopbriggs – Glasgow) Route Corridor Study 2015

The following tables summarise the information provided on each option in the A803/806 Route Corridor Study.

Table 3

<b>1. Do Minimum</b>		
<b>Description of option</b>		Committed schemes including; Bishopbriggs Relief Road (i.e. including Phase 5), Split Cycle Offset Optimisation Technique (SCOOT); Kirkintilloch Town Centre Masterplan, Parking Strategy and Decriminalised Parking Enforcement, EGIP phase 1, Glasgow City Council family cycling routes and Glasgow City Council City Centre Strategy.  The Do Minimum sets the baseline against which other options are compared.
<b>Mode</b>		Active Travel, Rail, Bus, Road
<b>Included in LTS 2013 - 2017</b>		Yes
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	N/A
	<b>Rate for Optimism Bias</b>	N/A
	<b>Applied to estimating uncertainty of +/-30%</b>	N/A
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	N/A
<b>Estimated timescales for completion</b>		N/A
<b>Modelling Analysis effects of option</b>		N/A
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		N/A
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		N/A

<b>Assessment against Transport Planning Objectives</b>	N/A
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>• <b>Cumulative impacts and any benefits to other projects</b></li> </ul> <b>Potential Delivery Partners and Funding</b>	<p>BRR will remove traffic from Bishopbriggs Town Centre. SCOOT will improve general traffic flow at pinch points. Kirkintilloch Town Centre Masterplan will aim to improve walking, cycling and public transport access and facilities, reduce vehicle speeds and improve the sense of place of the town centre. EGIP will have many benefits including, increased capacity, improved journey times, reduced emissions, more reliable trains, improved facilities on trains and improved stations among others. Glasgow City Council's plans and policies indirectly have benefits for all in the region and especially for those East Dunbartonshire residents who commute to Glasgow for work or study.</p> <p>Note – Benefits arising for the Do Minimum are the baseline against which other options are compared.</p>
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• <b>Cumulative impacts and any impact on other projects</b></li> <li>• <b>Potential Delivery Partners and Funding</b></li> </ul> <b>Further work required before option could be delivered</b>	<p>BRR new phases could encourage more vehicle trips. BRR carried other delivery risks and significant funding is required for Phase 5.</p> <p>New road and footway conditions arising from Kirkintilloch Town Centre Masterplan may take time to bed in and cause temporary confusion for users.</p> <p>EGIP carries risk of temporary disruption which could cause damage to travel habits and increasing vehicle trips in the short term. The project is very large and so inherently carried some risk of slippage and rising costs, however these issues are beyond the scope of this document.</p> <p>Note – Risks arising for the Do Minimum are the baseline against which other options are compared.</p>

## 2. A803 Quality Bus Corridor Package.

<b>Description of option</b>		<p>Quality Bus Corridor measures on A803 between Torrance Roundabout and Colston Road to improve bus journey times and journey time reliability for bus movements on this corridor. Measures could include:</p> <ul style="list-style-type: none"> <li>• Congestion by-pass lanes;</li> <li>• Discontinuous bus lanes;</li> <li>• Parking restrictions at peak periods;</li> <li>• Infill bus stop lay-bys;</li> <li>• Alteration to traffic turning movements and lane priority;</li> <li>• Priority through SCOOT controlled signalised junctions.</li> <li>• Implementation of real-time bus information.</li> </ul>
<b>Mode</b>		Bus
<b>Included in LTS 2013 - 2017</b>		Yes
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	630,000 - 1,170,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	907,200 - 1,684,800
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	1,296,000
<b>Estimated timescales for completion</b>		36 Months approx
<b>Modelling Analysis effects of option</b>		Usage at Bishopbriggs Station falls by 5% and at Lenzie by 4%.
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		33724 - Very high level of net benefits.
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		33.934
<b>Assessment against Transport Planning Objectives</b>		Average ++, overall very high. Would promote modal shift to public transport.

<p><b>Benefits</b>  <b>Including:</b></p> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> </ul> <p><b>Potential Delivery Partners and Funding</b></p>	<p>Benefits to bus journey time, traffic flow and safety. Economic and access benefits through improving public transport link (time and reliability) to Glasgow, Westerhill, Strathkelvin Retail Park and Stobhill as well as managed congestion.</p> <p>Benefits are locked in by completion of BRR phase 4 and 5, but undermined if BRR is not completed. Consideration of ensuring bus provision and active travel provision along the Corridor. For Quality Partnership to ensure standards, SPT and Operators need to be engaged.</p> <p>General appetite for option from bus operators and transport bodies, particularly in comparison to rail. Unlikely to result in adverse environmental impacts as it involves minimal changes to existing infrastructure.</p> <p>Compatibility with future regeneration projects.</p> <p>Real Time Passenger Information Regional scheme due for roll out by SPT in Autumn 2016. The operating system utilised in the hardware units is in place and will be ready for delivery in other authorities by end 2016.</p>
<p><b>Risks and Deliverability Issues</b>  <b>Including:</b></p> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul> <p><b>Further work required before option could be delivered</b></p>	<p>Benefits of QBC are undermined if BRR is not completed.</p> <p>City Deal Westerhill bid includes delivery of this option.</p> <p>City Deal also includes a general Strathclyde Bus Investment Programme.</p> <p>In addition, given SPT support for this option it is likely that funding will be available whether for a scheme as a whole or as individual components.</p> <p>Further engagement with operators required.</p>

### 3. Bus Hub in Kirkintilloch.

<b>Description of option</b>		Bus hub in Kirkintilloch and associated measures to bring bus stops closer together into an interchange area in the town centre, supplemented by lower cost measures such as pedestrian and cycling access improvements, better public transport information and improved shelters.
<b>Mode</b>		Bus
<b>Included in LTS 2013 - 2017</b>		Yes – “Investigate developing a dedicated bus waiting area as part of the Kirkintilloch Masterplan to improve waiting facilities, information provision and operations.” “Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards: Kirkintilloch town centre.”
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	105,000 - 195,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	151,200 - 280,800
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	216,000
<b>Estimated timescales for completion</b>		12 months
<b>Modelling Analysis effects of option</b>		Modelling analysis ineffective for this option. (Option too small to impact strategic network.)
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		N/A
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		N/A
<b>Assessment against Transport Planning Objectives</b>		Average +, Positive impact. Unlikely to result in notable increase in mode share for public transport.
<b>Benefits Including:</b> • Cumulative impacts and any benefits to other projects		Could reduce traffic congestion through Kirkintilloch to small degree and have marginal positive impact on economy. Would support wider regeneration of Kirkintilloch and improve accessibility for deprived areas such as Hillhead and Lennoxton. Could stimulate bus patronage.

<b>Potential Delivery Partners and Funding</b>	This project has been considered as part of the Kirkintilloch Masterplan which is currently being delivered. As part of this work the Masterplan Project Team is closely working with SPT and First Bus to improve existing bus infrastructure on the Cowgate.
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul> <b>Further work required before option could be delivered</b>	<p>Public concern that could add congestion or have negative impact on Kirkintilloch, 'hub' concept not as acceptable as general bus improvements.</p> <p>The majority of the option will be taken forward through the Masterplan. This reflects the conclusions on the option provided by AECOM in the RCS and stakeholder and community engagement and views on the option.</p>

<b>4. Bus Park-&amp;-Ride adjacent to/in vicinity of KLR and associated Bus Priority.</b>		
<b>Description of option</b>		Bus-based Park & Ride facility to accommodate existing express services linking Kirkintilloch and Lenzie with Glasgow via the M80 and M8. The frequency of bus services would be dictated by commercial viability.
<b>Mode</b>		Bus
<b>Included in LTS 2013 - 2017</b>		Yes- "Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)."
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	616,000 - 1,144,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	887,040 -1,647,360
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	1,267,200
<b>Estimated timescales for completion</b>		12 months
<b>Modelling Analysis effects of option</b>		Usage at Bishopbriggs station unchanged and Lenzie marginal reduction. P & R estimated to generate patronage of 46,000 pa (100 passenger AM period daily).
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		£29,593
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		30.593
<b>Assessment against Transport Planning Objectives</b>		Average +. Performs positively, option would improve the attractiveness of public transport and encourage a modal shift to public transport for commuter trips.
<b>Benefits Including:</b>		Potential to increase road safety, improve access for deprived areas such as Hillhead, manage congestion and improve journey times along the A803 corridor.
<b>• Cumulative impacts and any benefits to other projects</b>		Potential to integrate with residential properties located to the east of the KLR (Woodilee).
<b>Potential Delivery Partners and Funding</b>		Modelling indicates that the main benefit is travel time savings for car users associated with a reduction in congestion.
<b>Risks and Deliverability Issues</b>		Land acquisition and costs could affect deliverability.

<p><b>Including:</b></p> <ul style="list-style-type: none"> <li>• <b>Cumulative impacts and any impact on other projects</b></li> <li>• <b>Potential Delivery Partners and Funding</b></li> </ul> <p><b>Further work required before option could be delivered</b></p>	<p>Potential sites within vicinity of Lenzie Conservation Area and Townscape Area.</p> <p>Could be undermined by Robroyston (new rail station) and Hornhill (bus park and ride planned for Hornhill Junction North Lanarkshire).</p> <p>Commercial viability would require to be discussed further with bus operators and SPT, particularly if KLR is the preferred site. However, operators noted that existing services could easily call at a B757 Park &amp; Ride and satisfy increased demand.</p>
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<b>5. Bus Park-&amp;-Ride adjacent to BRR and associated Bus Priority.</b>		
<b>Description of option</b>		Bus-based Park & Ride facility linking Westerhill with Glasgow via the BRR. The frequency of bus services would be dictated by commercial viability.
<b>Mode</b>		Bus
<b>Included in LTS 2013 - 2017</b>		Yes – “Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s).”
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	616,000 - 1,144,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	887,040 - 1,647,360
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	1,267,200
<b>Estimated timescales for completion</b>		12 months
<b>Modelling Analysis effects of option</b>		Usage at Bishopbriggs & Lenzie stations fall slightly. P & R estimated to generate patronage of 39,000 pa (100 passenger AM period daily).
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		£30,250
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		31.250
<b>Assessment against Transport Planning Objectives</b>		Average +. Generally Could transfer trips from car to bus.
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> </ul> <b>Potential Delivery Partners and Funding</b>		<p>Could transfer trips from car to bus for commuter journeys from EDC into Glasgow, and improve sustainable access to the adjacent Westerhill Business Park. By increasing accessibility to Westerhill Business Park it would also promote local economic growth.</p> <p>May help support local economic development through a contribution of managed congestion brought about by increased accessibility, and improved journey times along the A803 corridor and the wider area.</p>

	Transport modelling indicated that the main benefits generated under this option are travel time savings for car users associated with a reduction in congestion.
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul> <b>Further work required before option could be delivered</b>	<p>Transport modelling results suggested benefits of this option would be significantly reduced in a scenario with the Robroyston Park &amp; Ride facility in place.</p> <p>City Deal bid may result in funding for this option. In addition, development progressed as a result of City Deal could accelerate viability and dramatically increase demand for services here.</p> <p>Project planning cannot yet commence. Subject to completion of the legal agreement for application TP/ED/12/0912 land is available. Should this site not be available further investigation is required to determine a likely site for the Park and Ride that would be acceptable for operators and SPT.</p>

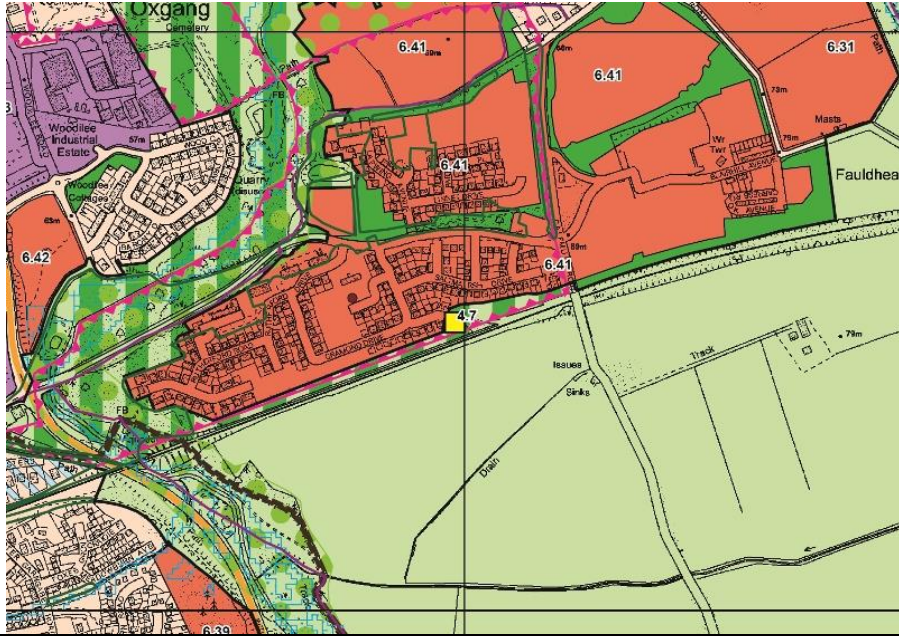
<b>6. Bus Service Improvements and New Services (including Kirkintilloch / Lenzie Loop Bus).</b>		
<b>Description of option</b>		A new loop bus service linking key locations such as Lenzie Rail Station, Kirkintilloch Town Centre, Woodilee, residential areas and the Council main offices. The frequency of bus services would be dictated by commercial viability.
<b>Mode</b>		Bus
<b>Included in LTS 2013 - 2017</b>		Yes – “Explore opportunities to provide additional bus services or alter routing to address gaps in areas.”
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	7,000 – 13,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	10,080 – 18,720
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	14,400
<b>Estimated timescales for completion</b>		6 months
<b>Modelling Analysis effects of option</b>		N/A (Option too small to affect strategic network.)
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		N/A
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		N/A
<b>Assessment against Transport Planning Objectives</b>		Average +. Improves accessibility by sustainable transport to key trip attractors.
<b>Benefits Including:</b>		Could help transfer trips from car to rail via public transport interchange possibilities.
<b>• Cumulative impacts and any benefits to other projects</b>		Could offer social benefits by offering new service in area of multiple deprivation (Hillhead).
<b>Potential Delivery Partners and Funding</b>		
<b>Risks and Deliverability Issues</b>		Significant concerns raised by SPT and operators on commercial viability.

<p><b>Including:</b></p> <ul style="list-style-type: none"> <li>• <b>Cumulative impacts and any impact on other projects</b></li> <li>• <b>Potential Delivery Partners and Funding</b></li> </ul> <p><b>Further work required before option could be delivered</b></p>	<p>If this option was taken forward by the Council, rather than left to the market then commercial operators would require forecasting, the Council may need to run a trial service to ascertain demand.</p>
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<b>7. Increase parking provision at Lenzie Rail Station.</b>		
<b>Description of option</b>		Two options: (a) Surface access - extend northern car park to create 100 additional spaces; or b) Deck over one, or both, of the existing car parks, and possibly over the track. Up to 200 new parking spaces.
<b>Mode</b>		Rail
<b>Included in LTS 2013 - 2017</b>		Yes - Examine the feasibility of either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes and deliver proposed intervention(s)
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	a) 350,000 - 650,000 b) 1,519,000 - 2,821,000
	<b>Rate for Optimism Bias</b>	66%
	<b>Applied to estimating uncertainty of +/-30%</b>	a) 581,000 – 1,079,000 b) 2,521,540 - 4,682,860
	<b>(Applied to base cost (£))</b>	a) 830,000
	<b>Estimated Capital Cost</b>	b) 3,602,200
<b>Estimated timescales for completion</b>		a) 2-3 years b) 3-5 years
<b>Modelling Analysis effects of option</b>		Negligible effect on car, public transport and station usage.
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		-£2,672 (Negative NPV)
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		0.003 (Very low)
<b>Assessment against Transport Planning Objectives</b>		Neutral/negative effect. Very poor effect on health/air quality. Some positive benefit for potential to enable modal shift.
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>Cumulative impacts and any benefits to other projects</li> </ul> <b>Potential Delivery Partners and Funding</b>		Could increase rail patronage by transferring longer car trips to destination to short trips to the station.

<p><b>Risks and Deliverability Issues Including:</b></p> <ul style="list-style-type: none"> <li>• <b>Cumulative impacts and any impact on other projects</b></li> <li>• <b>Potential Delivery Partners and Funding</b></li> </ul> <p><b>Further work required before option could be delivered</b></p>	<p>Site options are limited and both the expansion of the car park onto Lenzie Moss and decking of the car park have environmental implications. Instead, opportunities are examined in the RCS to improve and promote local access to the station by sustainable transport means (i.e. walking and cycling) as an alternative approach to relieving parking pressure at the station.</p> <p>Network Rail or Abellio may fund an expansion if the project is viable.</p> <p>Lenzie Improvements Project is emerging, with aims of improving sustainable access to the station and town centre of Lenzie.</p>
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## 8. Develop a New Rail Halt at Woodilee (with P&R) & Promote Sustainable Access.

<b>Description of option</b>		<p>A new rail station to improve sustainable access to Woodilee. Possible location is between A806 Initiative Road and Calfmuir Road in existing railway cutting. A car park with 50 spaces is assumed. Trains to and from Stirling would provide a 30 minute frequency. Option a) 50 car parking spaces, Option b) 300 Car Parking Spaces.</p> <p>Indicative Location of the Rail Station – LDP Proposals Map Extract</p> 
<b>Mode</b>		Rail
<b>Included in LTS 2013 - 2017</b>		Yes – “Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.”
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	<p>a) 3,199,000 - 5,941,000</p> <p>b) 4,599,000 - 8,541,000</p>
	<b>Rate for Optimism Bias</b>	

	<b>Applied to estimating uncertainty of +/-30%</b>	a) 5,310,340 - 9,862,060 b) 7,634,340 – 14,178,060
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	a) <b>7,586,200</b> (30/40 car parking spaces, if located west of line) b) 10,906,200 (300 car parking spaces if located east of line and new access road required)
<b>Estimated timescales for completion</b>		5+ years
<b>Modelling Analysis effects of option</b>		Negligible impact on Bishopbriggs and very small reduction in numbers using Lenzie station. Estimated patronage is 21,000, approximately 50 passengers during AM period.) The results of modelling suggest that the main benefits derived with this Option would be travel time savings for road users, associated with a reduction in congestion on the local road network due to an increase in public transport users linked to a new rail station at Woodilee.
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		£21,292 (High)
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		5.077 A high, positive BCR but with Robroyston P & R included - the BCR is negative.
<b>Assessment against Transport Planning Objectives</b>		Performs positively - promotes modal shift to public transport for commuter journeys.
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul>		<p>Likely to have greatest economic impact through improving public transport and accessibility to Glasgow, and other key economic centres located on the Edinburgh – Glasgow and Stirling/Alloa – Glasgow rail line.</p> <p>Improved safety if trips transfer to safer mode of rail.</p>
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> <li>• Further work required before option could be delivered</li> </ul>		<ul style="list-style-type: none"> <li>• Impact on Edinburgh Glasgow Improvement Programme (EGIP) – may undermine benefits of EGIP and reduce resilience on main Edinburgh Glasgow line. (Ability of the existing network to cope with changes or pressures to the timetable.) The Government has stated with regard to this option that ‘based on the issues set out in the corridor study and the current focus on delivery of Glasgow – Edinburgh journey time savings, any further work on these additional station proposals at this time would be abortive. There may be merit in revisiting the appraisals when EGIP works are complete and further information becomes available on future rail patronage and potential future schemes improvements. If /when these points are revisited, there should be further consideration of infrastructure and revenue costs as the figures quoted may not capture the full extent’.</li> </ul>



	<ul style="list-style-type: none"> <li>• In response to the Local Development Plan safeguarding of land for this station Network Rail stated: ‘only approximately 1.4km from Lenzie Station’ and that ‘this may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling on the key Edinburgh to Glasgow route’.</li> <li>• Could have a negative impact on journey times between Edinburgh and Glasgow.</li> <li>• Needs review against prospective infrastructure requirements of EGIP phase 2.</li> <li>• This proposed station site demonstrates greater site constraints than the Allander and Westerhill sites. Site options constrained by layout of the Woodilee Village - size of the land allocated and access through the new housing site. Alternative options would require use of green belt land, which forms a Local Nature Reserve, to the south of the railway line.</li> <li>• Other environmental constraints including: proximity of Lenzie Conservation Area and Townscape Area, pocket of Ancient Woodland, residential areas and pathways.</li> <li>• Possible that increased rail capacity would be required – either widening to 4 tracks or allowing parallel slow overtaking which would add significantly to the total cost.</li> <li>• Transport modelling shows that the viability of Woodilee Rail Station is considerably undermined by the Robroyston proposal. It is worth noting that Robroyston is further ahead in the process and has completed GRIP 4. The station is expected to be opened in late 2019.</li> <li>• It is unlikely that both Woodilee and Westerhill stations could both go ahead, however, the STAG results look at each option individually and have not assessed whether both could be delivered.</li> <li>• Station proposal borne out of proposed development at Woodilee; however its delivery was not included in planning permissions for the housing development due to the requirement to secure other planning obligations which would benefit the community – in particular developer contributions obtained from Woodilee housing development were focused on the delivery of the Kirkintilloch link road.</li> <li>• The rail line currently provides a defensible green belt boundary, development of a station could result in pressure to develop on the other side of the line, although a range of designations offer some protection.</li> </ul>
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- Delivery of a new station includes the following stages:

#### **GRIP 4**

Approximate cost: £500,000

Timeframe: 1-2 years

Funding: Council and potentially SPT

Governance for Railway Investment Projects (GRIP) is Network Rail's management and control process for the delivery of rail projects. GRIP Stage 4 is 'Single Option Development', which delivers the initial design phase of the preferred option. Success and completion of GRIP 4 constitutes approval in principle not including funding issues. There is no guarantee of progress beyond GRIP 4 therefore this work may be abortive expenditure. As rail stations require significant levels of expenditure and are part of the national strategic network with cross boundary implications, it is considered good practice to engage the Regional Transport Partnership to manage the GRIP process. GRIP 4 must either be carried out by Network Rail or approved contractor. If approved contractor, work must be checked by Network Rail at additional cost to be borne by promoter. It can therefore be more cost effective for Network Rail to carry out the GRIP 4. It should be noted that as sole owner and operator of the rail network in the UK, Network Rail have a monopoly on these matters and there is no alternative approach to developing new rail stations.

#### **Funding for station through Scottish Stations Fund –Production of business case**

Approximate cost: £?

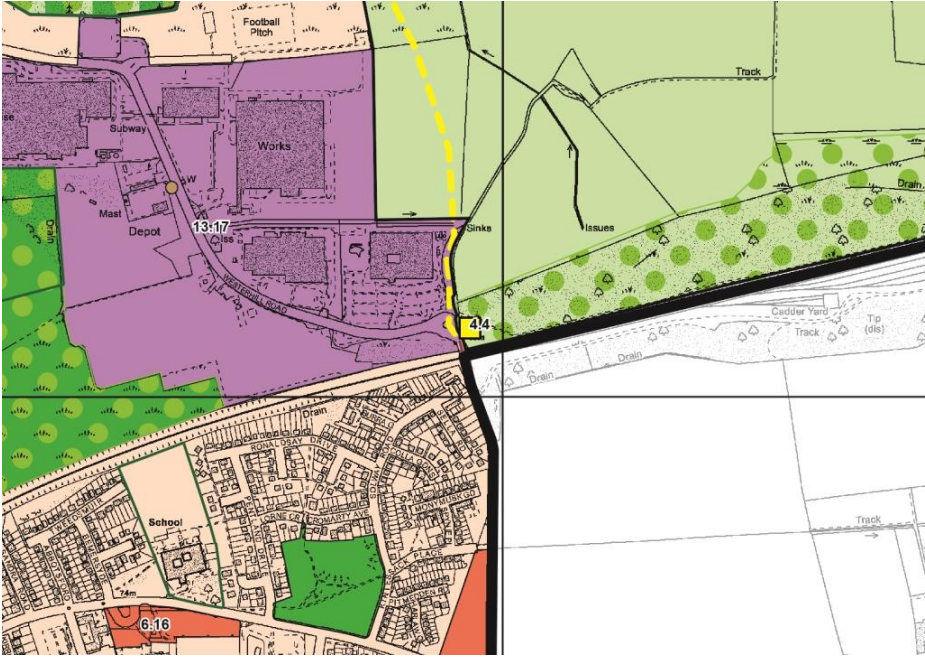
Timeframe: 1 year

Funding: Council

A robust business case supporting an application to the Scottish Stations Fund is required. This is required to demonstrate the benefits supported by a robust analysis of demand forecasting for the proposed station and the corresponding effects on the strategic network. The promoter is required to submit the proposal to Transport Scotland. Business Case documents should include details of the proposed scheme & benefits with data inputs and assumptions. Business case must consider robust demand forecasting, benefits, assumptions and quantitative analysis of estimated station usage. Updated study must include timetable calculations incorporating the new station.

	<p>The Scottish Stations Fund runs over a 5 year control period running until 2019. Approximately £30m was available at start of current period. SPT noted that there have been approximately 70 expressions of interest in the fund in Scotland.</p> <p><b>Funding for Station through capital programme or developer contributions</b></p> <p>Timeframe: 1 year Funding: Council, Developers</p> <p>Options include:</p> <ul style="list-style-type: none"> <li>• City deal, subject to process outcome.</li> <li>• Developer contributions have been earmarked for contributing to delivery of the Bishopbriggs Relief Road, and the Allander Leisure Centre.</li> <li>• If available, Section 75 developer contributions trickle in over extended time period so the promoter must bear upfront costs until contributions are received in full.</li> </ul> <p><b>Construction</b></p> <p>Approximate cost: Minimum of £10million – £12million (for station infrastructure only) Timeframe: 2 years Funding: Council, Scottish Stations Fund</p> <p>The following costs are associated with a new station:</p> <ul style="list-style-type: none"> <li>• The construction of a basic station has been estimated as being £10million - £12million for Robroyston.</li> <li>• Annual running costs of a station is approximately £2million, which would be borne as operating costs of rail franchisee (Abellio). Any new stations would not be part of current franchise agreement and compensation would be required either from the promoter or Scottish Stations Fund. The current franchise runs to 2025.</li> <li>• All stations should be included in the Franchise agreement timetabling. Additional stations have implications for the timetable and additional work which would have to be undertaken by ScotRail as an additional cost.</li> </ul>
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## 9. Develop a New Rail Halt at Westerhill (with P&R) & Promote Sustainable Access.

<b>Description of option</b>	<p>A new rail station to improve sustainable access to Westerhill. Potential locations would be to the east or west of Westerhill Road Bridge and phase 4 of the BRR. The rail station would be located adjacent to the BRR which would better enable car users to access the rail network. A car park with 300 spaces is assumed. Trains to and from Stirling would provide a 30-minute frequency.</p> <p>Indicative Location of the Rail Station – LDP Proposals Map Extract</p> 		
<b>Mode</b>	Rail		
<b>Included in LTS 2013 - 2017</b>	Yes - Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander		
<b>Costs</b>	<table border="1"> <tr> <td data-bbox="232 1257 539 1326"> <b>Cap Cost (Based on assumptions and</b> </td><td data-bbox="539 1257 2107 1326"> 2,870,000 - 5,330,000 </td></tr> </table>	<b>Cap Cost (Based on assumptions and</b>	2,870,000 - 5,330,000
<b>Cap Cost (Based on assumptions and</b>	2,870,000 - 5,330,000		

	<b>estimated uncertainty +/- 30% (£)</b>	
	<b>Rate for Optimism Bias</b>	66%
	<b>Applied to estimating uncertainty of +/-30%</b>	4,764,200 - 8,847,800
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	6,806,000
<b>Estimated timescales for completion</b>		36 months
<b>Modelling Analysis effects of option</b>		Negligible impact on Bishopbriggs and very small reduction in numbers using Lenzie station. Estimated patronage is 51,000, approximately 100 passengers during AM period.)
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		£30,634 (High)
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		7.537 A high, positive BCR but with Robroyston P & R included - the BCR is negative.
<b>Assessment against Transport Planning Objectives</b>		Performs positively - High impact on modal shift and provides sustainable transport network that supports local development and regeneration.
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul>		<p>Generally performs well against TPOs.</p> <p>Increases accessibility to key trip attractors and supports local development.</p> <p>Improves public transport accessibility to Glasgow and generates significant travel time benefits for public transport and road users.</p>
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul>		<ul style="list-style-type: none"> <li>• Impact on EGIP – may undermine benefits of EGIP and reduce resilience on main Edinburgh to Glasgow line. (Ability of the existing network to cope with changes or pressures to the timetable.) The Government has stated with regard to this option that ‘based on the issues set out in the corridor study and the current focus on delivery of Glasgow – Edinburgh journey time savings, any further work on these additional station proposals at this time could be abortive. There may be merit in revisiting the appraisals when EGIP works are complete and further information becomes available on future rail patronage and potential future schemes improvements. If /when these points are revisited then there should be further consideration of infrastructure and revenue costs as the figures quoted may not capture the full extent’.</li> </ul>

<ul style="list-style-type: none"> <li>• <b>Further work required before option could be delivered</b></li> </ul>	<ul style="list-style-type: none"> <li>• In response to the Local Development Plan safeguarding of land for this station Network Rail stated: ‘only approximately 2.4km from the existing Bishopbriggs Station and 2.2km from Lenzie Station. This may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling on the key Edinburgh to Glasgow route. Furthermore, the proposed location of the Westerhill Station is also in the vicinity of a proposed location for a stabling and depot facility. It is worth noting that this proposal has recently been the subject of a submission to North Lanarkshire Council's 'Call for Sites'.</li> <li>• Could have a negative impact on journey times between Edinburgh and Glasgow.</li> <li>• Needs review against prospective infrastructure requirements of EGIP phase 2.</li> <li>• The modelling shows that the effectiveness of the Westerhill Rail Station is undermined by the Robroyston proposal. It is worth noting that Robroyston is further ahead in the process and has completed GRIP 4. Robroyston has received funding from the Scottish Stations Fund to assist with the delivery. The station is planned to be constructed by March 2019.</li> <li>• It is unlikely that both Woodilee and Westerhill stations could both go ahead however the STAG results look at each option individually and have not assessed whether both could be delivered.</li> <li>• Station proposal borne out of proposed development at Westerhill</li> <li>• Potential to include the rail station as part of any City Deal project or consider for freight. AECOM provided additional high level feasibility study of Westerhill’s suitability as a strategic freight hub. Initial findings identified several problematic issues including a lack of identified demand for an additional freight hub. Westerhill site has physical problems which would have to be overcome e.g. existing rail gauge not suitable for heavy freight containers.</li> <li>• Delivery of a new station includes the following stages:</li> </ul> <p><b>GRIP 4</b></p> <p>Approximate cost: £500,000  Timeframe: 1-2 years  Funding: Council and potentially SPT</p>
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	<p>Governance for Railway Investment Projects (GRIP) is Network Rail’s management and control process for the delivery of rail projects. GRIP Stage 4 is ‘Single Option Development’, which delivers the initial design phase of the preferred option. Success and completion of GRIP 4 constitutes approval in principle, not including funding issues. There is no guarantee of progress beyond GRIP 4, therefore this work may be abortive expenditure. As rail stations require significant levels of expenditure and are part of the national strategic network with cross boundary implications, it is considered good practice to engage the Regional Transport Partnership to manage the GRIP process. GRIP 4 must either be carried out by Network Rail or approved contractor. If approved contractor, work must be checked by Network Rail at additional cost to be borne by promoter. It can therefore be more cost effective for Network Rail to carry out the GRIP 4. It should be noted that as sole owner and operator of the rail network in the UK, Network Rail have a monopoly on these matters and there is no alternative approach to developing new rail stations.</p> <p><b>Funding for station through Scottish Stations Fund – Production of business case</b></p> <p>Approximate cost: £?  Timeframe: 1 year  Funding: Council</p> <p>A robust business case supporting an application to the Scottish Stations Fund is required. This is required to demonstrate the benefits supported by a robust analysis of demand forecasting for the proposed station and the corresponding effects on the strategic network. The promoter is required to submit the proposal to Transport Scotland. Business Case documents should include details of the proposed scheme &amp; benefits with data inputs and assumptions. Business case must consider robust demand forecasting, benefits, assumptions and quantitative analysis of estimated station usage. Updated study must include timetable calculations incorporating new station.</p> <p>The Scottish Stations Fund runs over a 5 year control period running until 2019. Approximately £30m was available at start of current period. SPT noted that there have been approximately 70 expressions of interest in the fund in Scotland.</p> <p><b>Funding for Station through capital programme or developer contributions</b></p> <p>Timeframe: 1 year  Funding: Council, Developers</p> <p>Options include:</p> <ul style="list-style-type: none"> <li>• City deal, subject to process outcome.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Developer contributions have been earmarked for contributing to delivery of the Bishopbriggs Relief Road, and the Allander Leisure Centre.</li> <li>• If available, Section 75 developer contributions trickle in over extended time period so the promoter must bear upfront costs until contributions are received in full.</li> </ul> <p><b>Construction</b></p> <p>Approximate cost: Minimum of £10 – 12million (for station infrastructure only)  Timeframe: 2 years  Funding: Council, Scottish Stations Fund</p> <p>The following costs are associated with a new station:</p> <ul style="list-style-type: none"> <li>• The construction of a basic station has been estimated as being £10-12million for Robroyston.</li> <li>• Annual running costs of a station approximately £2million, which would be borne as operating costs of rail franchisee (Abellio). Any new stations would not be part of current franchise agreement and compensation would be required either from the promoter or Scottish Stations Fund. The current franchise runs to 2025.</li> <li>• All stations should be included in the Franchise agreement timetabling. Additional stations have implications for the timetable and additional work would have to be undertaken by ScotRail as an additional cost.</li> </ul>
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## 5. Summary of 2015 and 2018 A81 Studies and a history of A81 studies

Table 2

Study	A81 (Milngavie – Bearsden – Glasgow) Route Corridor Study 2015 and 2018
Author	<b>2015</b> – AECOM <b>2018</b> – WSP
Methodology	STAG  <b>2015</b> <ul style="list-style-type: none"> <li>• Qualitative appraisal</li> </ul> <b>2018</b> <ul style="list-style-type: none"> <li>• Builds on 2015 study and refined the Transport Planning Objectives</li> <li>• Quantitative appraisal including value for money assessments</li> </ul>
Stakeholder Consultation	<b>2015</b>  Transport Appraisal Stakeholder Workshop held on 6 November 2014 with representatives from key stakeholder groups, including; community councils, SPT, NHS, Police Scotland, Transport Scotland, cycling groups, East Dunbartonshire Council and the consultants, AECOM. The stakeholder workshop allowed for further discussion of the options and assisted the consultants in gaining a greater understanding of perceptions of issues and opportunities on the corridors. Telephone interviews were carried out with stakeholders who were unable to participate in the workshops but expressed an interest in being involved.  The study team also met separately with Transport Scotland and Network Rail.  <b>2018</b>  Consultants WSP met with SPT and Transport Scotland to discuss the study including; the study scope, problems, opportunities, issues and constraints, and, option generation, development and sifting.  WSP have also worked with elected members of East Dunbartonshire Council through attendances at Transport Working Group.
Key transport problems	<b>2015 and 2018</b>

	<ol style="list-style-type: none"> <li>1. Congestion on the A81, resulting in journey time reliability issues for car, freight and bus trips.</li> <li>2. Declining number of trips made by bus – provides key function for local trips within and around the corridor, but is not competitive with rail for trips to Glasgow.</li> <li>3. Increased demand for travel on the corridor following implementation of the Kilmardinny development.</li> <li>4. High demand for rail services, resulting in parking capacity pressures at rail stations and on-street parking issues, including at Milngavie Town Centre.</li> <li>5. Lack of dedicated infrastructure for cyclists, impacting on the propensity of residents to cycle.</li> <li>6. Relatively high private car ownership, with higher than the national average use of car for travel to work and study.</li> <li>7. Several areas of Milngavie and Bearsden are not within a 10 minute walk of a rail station.</li> </ol>
Transport Planning Objectives	<p><b>2015</b></p> <ol style="list-style-type: none"> <li>1. Promote modal shift to sustainable transport for trips (particularly commuting) from or to the study area.</li> <li>2. Improve access to the public transport network, particularly for the first and last miles of journeys.</li> <li>3. Provision of a transport network that supports enhanced access to employment, social and leisure opportunities.</li> <li>4. Improve bus journey times and journey time reliability on the A81 corridor.</li> <li>5. Development of a transport network that facilitates and complements local economic development, contributing towards the sustainable economic growth of the study area.</li> <li>6. Delivery of a transport network that supports healthy lifestyles.</li> <li>7. Delivery of a transport network that enhances local air quality.</li> <li>8. Development of an integrated transport network, including co-ordination between modes and increased connectivity between active travel infrastructure and public transport.</li> <li>9. Provision of a transport network that improves safety and security across all modes of transport.</li> </ol>

	<p><b>2018</b></p> <p>Over-arching TPO – “<b>To shift to more sustainable modes of transport on the A81 corridor</b>”</p> <p>Sub-objective 1 – “Increase non-car mode share by 7.5 percentage points over a 5 year period”</p> <p>Sub-objective 2 – “Increase public transport use by 5 percentage points over a 5 year period”</p>
Options Appraised	<p><b>2015</b></p> <p>For STAG part 1 a range of options were appraised and some sifted out. The long list was:</p> <ol style="list-style-type: none"> <li>1. Option 1: Do Minimum</li> <li>2. Option 2: Increase Car Parking at Rail Stations</li> <li>3. Option 3: Rail Park &amp; Ride at Allander</li> <li>4. Option 4: Quality Bus Corridor</li> <li>5. Option 5: Area Wide Smartcard Ticketing</li> <li>6. Option 6: Improve Integrated Ticketing</li> <li>7. Option 7: Enhanced Walking and Cycling Paths and Links</li> <li>8. Option 8: Secure Cycle Storage</li> <li>9. Option 9: Bus Service Improvements</li> <li>10. Option 10: Junction Improvements</li> <li>11. Option 11: Variable Message Signs</li> <li>12. Option 12: Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel</li> </ol> <p>Options 5: Area Wide Smartcard Ticketing, 6: Improve Integrated Ticketing and 11: Variable Message Signs were sifted out.</p> <p>Options were assigned to the following packages for STAG part 2, which included a more detailed appraisal against the Government and Transport Planning Objectives:</p> <ul style="list-style-type: none"> <li>• Package 1: Do Minimum</li> <li>• Package 2: Active Travel Modes</li> <li>• Package 3: Public Transport and Access</li> <li>• Package 4: Road</li> <li>• Package 5: Integrated Road and Public Transport/Sustainable Modes</li> </ul>

	<p>The packages comprised:</p> <p><b>Package 1 – Do Minimum</b></p> <ul style="list-style-type: none"> <li>• Parking charges and waiting restrictions at Milngavie Town Centre to prevent rail users from using parking earmarked for town centre retail;</li> <li>• Localised improvements associated with the Kilmardinny development;</li> <li>• Kessington Hub to promote interchange between walking, cycling and public transport and make Kessington more accessible for all users;</li> <li>• Implementation of cycle corridor with Phase 1 from Burnbrae Roundabout to Hillfoot and Phase 2 from Hillfoot to Kessington;</li> <li>• Bus Improvement Fund.</li> </ul> <p><b>Package 2 – Active Travel</b></p> <ul style="list-style-type: none"> <li>• Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station</li> <li>• Completion of the cycle link between Mains Estate and Allander Leisure Centre</li> <li>• Secure cycle storage facilities built at rail stations and in town centres</li> <li>• Development of a local network of walking and cycling paths which converge on town centres and stations</li> <li>• Development of a high quality path which links the Kilmardinny development and Milngavie station</li> </ul> <p><b>Package 3 – Public Transport and Access</b></p> <ul style="list-style-type: none"> <li>• New Rail Station at Allander</li> <li>• Quality Bus Corridor</li> <li>• Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel</li> </ul> <p><b>Package 4 – Roads</b></p> <ul style="list-style-type: none"> <li>• Junction Improvements</li> <li>• Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel</li> </ul>
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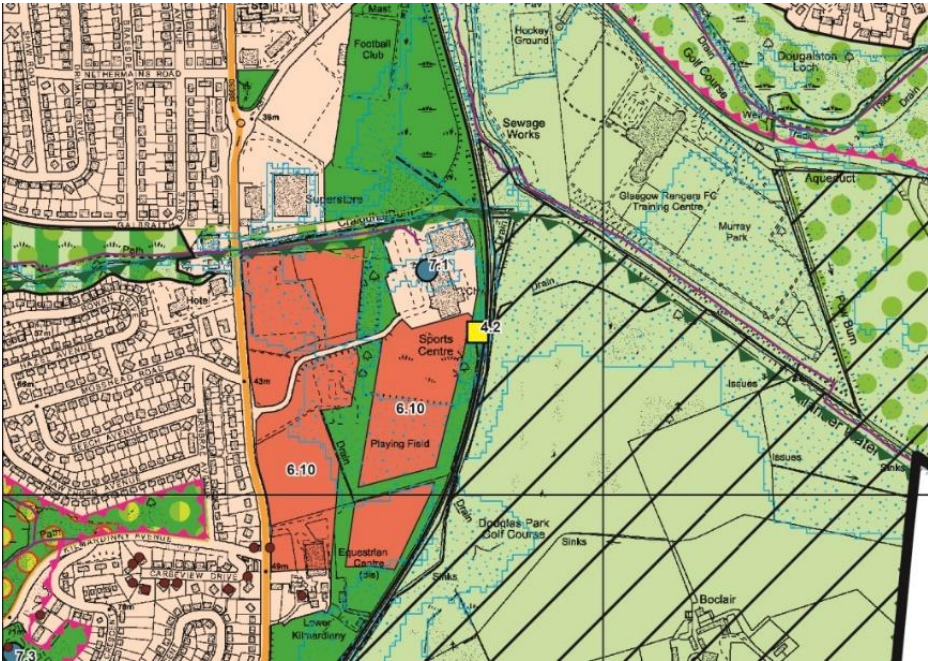
	<p><b>2018</b></p> <p><b>Do Minimum</b>  Provision of increased cycle parking at Milngavie Station  Installation of RTPI along the corridor  Extension of SCOOT to Milngavie Town Centre, comprising 4 junctions</p> <p><b>Do Something 1</b>  Extension of Bears Way (Phases 2 and 3)</p> <p><b>Do Something 2A</b>  Expansion of Milngavie Station Car Park by circa 106 spaces, via decking</p> <p><b>Do Something 2B</b>  Provision of additional parking at South Kilmardinny, with access to Hillfoot rail station via the A81</p> <p><b>Do Something 3A</b>  Construction of a new single track single platform railway station at Allander, including new access from A81, 150 space car park and cycle parking</p> <p><b>Do Something 3B</b>  Doubling of the railway track between Hillfoot and Milngavie, construction of a double platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.</p>
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## 6. A81 (Milngavie – Bearsden – Glasgow) Route Corridor Study 2015

Table 4

Option Number and Title – Package 2 Active Travel		
<b>Description of option</b>		<p>Enhanced Walking and Cycling – Component Schemes include:</p> <ul style="list-style-type: none"> <li>• Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station</li> <li>• Completion of the cycle link between Mains Estate and Allander Leisure Centre</li> <li>• Secure cycle storage facilities built at rail stations and in town centres</li> <li>• Development of a local network of walking and cycling paths which converge on town centres and stations</li> <li>• Development of a high quality path which links the Kilmardinny development and Milngavie station</li> </ul>
<b>Mode</b>		Active Travel
<b>Included in LTS 2013 - 2017</b>		<p>Yes – “Enhance the quality, safety and routing of paths and footways from residential areas to town centres, key bus routes, railway stations, employment, health and leisure facilities.”</p> <p>Yes – “Work with partners to deliver parking and infrastructure improvements, such as shelter facilities, associated with cycling at railway stations, Increase and improve cycle parking provision security at Council owned facilities such as town centres, educational establishments, leisure facilities and employment areas.”</p> <p>Yes – “Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards.”</p>
<b>Costs</b>	<b>Estimated Capital Cost with Optimism Bias</b>	<ul style="list-style-type: none"> <li>• Extend cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie town centre and the rail station - £10,000</li> <li>• Completion of the cycle link between Mains Estate and Allander Leisure Centre - £46,800</li> <li>• Secure cycle storage facilities built at rail stations and in town centres - £86,400</li> <li>• Development of a local network of walking and cycling paths which converge on town centres and stations - £540,000</li> <li>• Development of a high quality path which links the Kilmardinny development and Milngavie station - £720,000</li> </ul>
	<b>Rate for Optimism Bias</b>	44%
	<b>Estimated total Package cost</b>	£1,403,200
<b>Estimated timescales for completion</b>		Medium Term 2- 4+ Years

<b>Modelling Analysis effects of option</b>	N/A – A81 Study was qualitative, transport modelling carried out.
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>	N/A – A81 Study was qualitative, transport modelling carried out.
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>	N/A – A81 Study was qualitative, transport modelling carried out.
<b>Assessment against Transport Planning Objectives</b>	Perform positively against 1, 2, 3, 5, 6, 7, 8, 9
<b>Benefits Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> <li>• Potential Delivery Partners and Funding</li> </ul>	<p>Package will improve overall accessibility to the network, which is expected to reduce the generalised cost of travel.</p> <p>Direct journey time savings are limited however this package could reduce the number of car trips on the network and therefore reduce journey times.</p> <p>If modal shift is achieved, beneficial effects on air quality could be created.</p>
<b>Risks and Deliverability Issues Including:</b> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> <li>• Potential Delivery Partners and Funding</li> <li>• Further work required before option could be delivered</li> </ul>	<p>Funding applications for active travel projects has been successful in recent years and East Dunbartonshire Council has a good working relationship with funders.</p> <p>Project planning should ensure that this component doesn't prevent other transport improvements on key routes, for example, bus improvements.</p>

Option Number and Title – Package 3 Public Transport	
<p><b>Description of option</b></p>	<ul style="list-style-type: none"> <li>• New Rail Station at Allander - Provision of a rail station and associated parking (circa 150 spaces)</li> <li>• Quality Bus Corridor (QBC) – package of measures comprising: <ul style="list-style-type: none"> <li>- Bus Priority/congestion bypasses at key points</li> <li>- Improvements for Bus stops and shelter</li> <li>- Bus detection included within SCOOT</li> </ul> </li> </ul> <p>Indicative Location of the Rail Station – LDP Proposals Map Extract</p> 
<p><b>Mode</b></p>	<p>Rail, Bus</p>



<b>Included in LTS 2013 - 2017</b>		<p>Yes – “Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander.”</p> <p>Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards. – A81 Corridor through Bearsden and Milngavie”</p>
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	<ul style="list-style-type: none"> <li>New Rail Station at Allander - Provision of a rail station and associated parking (circa 150 spaces) <ul style="list-style-type: none"> <li>Single track option £5,882, 564</li> <li>Double Track option - £19,255, 680</li> </ul> </li> <li>Quality Bus Corridor (QBC) – package of measures comprising: <ul style="list-style-type: none"> <li>Bus Priority/congestion bypasses at key points - £200,000</li> <li>Improvements for Bus stops and shelter - £316,800</li> <li>Bus detection included within SCOOT - £3,000</li> </ul> </li> </ul>
	<b>Rate for Optimism Bias</b>	44% for bus based options, 66% for rail based options.
	<b>Applied to estimating uncertainty of +/-30%</b>	N/A
	<b>(Applied to base cost (£)) Estimated Capital Cost</b>	£6,567,964 if single track option. £19,941,080 if double track option
<b>Estimated timescales for completion</b>		N/A
<b>Modelling Analysis effects of option</b>		N/A
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>		N/A
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>		N/A
<b>Assessment against Transport Planning Objectives</b>		<p>Performs positively against Transport Planning Objectives 1,2,3, 7,8 below:</p> <ol style="list-style-type: none"> <li>Promote modal shift to sustainable transport for trips (particularly commuting) from or to the study area.</li> <li>Improves access to the public transport network, particularly for the first and last miles of journeys.</li> </ol>

	<p>3. Provision of a transport network that supports enhanced access to employment, social and leisure opportunities.</p> <p>7. Delivery of a transport network that enhances local air quality.</p> <p>8. Development of an integrated transport network, including co-ordination between modes and increased connectivity between active travel infrastructure and public transport.</p> <p>High impact on modal shift and provides sustainable transport network improvements</p>
<p><b>Benefits Including:</b></p> <ul style="list-style-type: none"> <li>• Cumulative impacts and any benefits to other projects</li> </ul> <p><b>Potential Delivery Partners and Funding</b></p>	<p><b>Allander Station</b></p> <ul style="list-style-type: none"> <li>• Study found the proposed station performed well if double tracking provided - could improve the capability and capacity of the branch and could offer other benefits, such as rail performance, the ability to offer a more flexible timetable to deal with timing issues elsewhere and capacity to release empty sets during the off peak times.</li> <li>• Journey extension to existing rail users and impact on existing services because of the single line Milngavie branch. 2015 STAG suggests current timetable is not working effectively, and adding the new station has a significant impact, moving the crossing to the other end of the loop and reducing the turnaround time at Milngavie. The line forms part of complex network with many interactions, Network Rail would not wish to see any negative impacts.</li> <li>• Option of 20 minute lay-overs at Milngavie adds to the cost of operation, risk that a late running inbound train will impact on outbound train- initial view is that to facilitate any new station there will be a requirement for redoubling of the track with resultant cost implications (circa £19m compared to circa £6m).</li> </ul> <p><b>QBC</b></p> <ul style="list-style-type: none"> <li>• QBC measures likely to make bus travel more attractive through improved facilities and journey times within EDC area.</li> <li>• SPT are ready to roll out new version of RTPI regionally.</li> <li>• Would not require additional land to deliver.</li> </ul>
<p><b>Risks and Deliverability Issues Including:</b></p> <ul style="list-style-type: none"> <li>• Cumulative impacts and any impact on other projects</li> </ul>	<ul style="list-style-type: none"> <li>• In response to the Local Development Plan safeguarding of land for this station, Network Rail stated: 'Network Rail does not wish to discourage the investigation of a new rail halt at Allander but suggests further consideration should be given to the practicality of this option. The proposed location is only approximately 1.3km from the existing Hillfoot Station and 1.4 km from Milngavie Station. This may raise issues in terms of achieving appropriate line speed between stations and impacts on existing and future timetabling. On the basis that the potential for a new rail may prove unfeasible, it is suggested that the Local Development Plan/Transport Appraisal considers an alternative option of investigating how new development and</li> </ul>

<ul style="list-style-type: none"> <li>• <b>Potential Delivery Partners and Funding</b></li> </ul> <p><b>Further work required before option could be delivered</b></p>	<p>policy can support the existing station locations at Hillfoot and Milngavie such as bus priority measures, cycle lanes and footpath networks to these stations. At stations, improvements such as additional cycle lockers could also be given further consideration’.</p> <ul style="list-style-type: none"> <li>• Station proposal borne out of proposed development at Kilmardinny; however its delivery was not included in planning permissions for the housing development due to the requirement to secure other planning obligations which would benefit the community – in particular developer contributions obtained from Kilmardinny housing development were focused on the delivery of the Allander Leisure Centre.</li> <li>• The rail line currently provides a defensible green belt boundary, development of a station could result in pressure to develop on the other side of the line, although a range of designations offer some protection.</li> <li>• If double tracking is required the cost of the station will be significantly higher and difficult to estimate true cost with any certainty. Costs derived from Network Rail are subject to change and there is no ‘off the peg’ price for a station.</li> </ul>
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<b>Option Number and Title – Package 3 Roads and Parking</b>		
<b>Description of option</b>		<ul style="list-style-type: none"> <li>• Junction Improvements - Implementation of a gyratory at the A81/Roman Road/Roman Drive junction (incorporating ban of right turn from Bocclair Road)</li> <li>• Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel including: <ul style="list-style-type: none"> <li>- Carriageway marking / localised narrowing</li> <li>- Place making initiatives to town centre environments (Suggestions include 20mph zones, appropriate street furniture, street lighting and walking and cycling facilities at and to new developments)</li> </ul> </li> </ul>
<b>Mode</b>		Road
<b>Included in LTS 2013 - 2017</b>		Yes “Continue to deliver improvements to the A81 corridor to mitigate congestion and improve air quality”
<b>Costs</b>	<b>Cap Cost (Based on assumptions and estimated uncertainty +/- 30% (£))</b>	<ul style="list-style-type: none"> <li>• Junction Improvements - Implementation of a gyratory at the A81/Roman Road/Roman Drive junction (incorporating ban of right turn from Bocclair Road) - )£648,000</li> <li>• Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable Travel including: <ul style="list-style-type: none"> <li>- Carriageway marking / localised narrowing - £36,000</li> </ul> </li> </ul>

		- Place making initiatives to town centre environments (Suggestions include 20mph zones, appropriate street furniture, street lighting and walking and cycling facilities at and to new developments - £1,296,000
	<b>Rate for Optimism Bias</b>	44%
	<b>Applied to estimating uncertainty of +/-30%</b>	N/A
	<b>(Applied to base cost (£))</b>	£813,600
	<b>Estimated Capital Cost</b>	
<b>Estimated timescales for completion</b>	Short to Medium term 1 year – 5 years	
<b>Modelling Analysis effects of option</b>	N/A	
<b>Net Present value vs Do Minimum (NPV) (£000s) (2)</b>	N/A	
<b>Benefit Cost Ratio vs Do Minimum (BCR) (3)</b>	N/A	
<b>Assessment against Transport Planning Objectives</b>	Junction Improvements - Performs positively against 5 Road Options to Enforce / Reduce Speeds and Enhance Appeal of Sustainable - Performs positively against 1, 5, 6, 9	
<b>Benefits Including:</b> • Cumulative impacts and any benefits to other projects <b>Potential Delivery Partners and Funding</b>	Public transport may experience minor improvements in journey times. Enhance operation, safety, reduce queuing and vehicular delay.  Road Options - These schemes are primarily aimed at reducing vehicular speeds through marking, narrowing and placemaking initiatives. Benefits expected to modal shift, economy, healthy lifestyles and integration. These measures are considered to be localised and will have minimal effects on overall corridor journey times.	
<b>Risks and Deliverability Issues Including:</b> • Cumulative impacts and any impact on other projects • Potential Delivery Partners and Funding	Funding is likely to be available from organisations such as Sustrans, SPT and developers contributions for place making and sustainable travel improvements.  Road narrowing and speed reduction are likely to have positive impacts on active travel levels as reduced traffic speed may reduce levels of perceived safety risk.	

<b>Further work required before option could be delivered</b>	Further study on effects of Gyratory at Bocclair Junction is in progress.
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## **7. 2018 A81 Options Appraisal Study.**

As the 2015 A81 Study did not involve quantitative analysis on the options, a further study was required to carry out this work. In March 2016, the Council approved an amendment proposing funding to carry out an independent study which incorporated quantitative demand forecasting and transport modelling in order to determine whether there is an economic rationale for a potential rail station at Allander, as part of a wider review of transport options for the A81. The amendment in March 2016 proposed:

“Agrees that in order to maintain the Council's commitment to progress a potential rail station at Allander, the sum of £50,000 should be committed to carry out demand forecasting and transport modelling in order to determine Benefit Cost Ratios for the Allander Rail Station as part of a wider review of rail, parking, roads and public transport options for the A81 corridor, with a report on demand forecasting, transport modelling and options for the delivery of the Allander Rail Station and/or other rail service and parking improvement to be brought back to Council once completed, and where this demonstrates the viability of the Allander Rail Station then a further £454,335 be underwritten to complete a full financial and technical feasibility study.”

WSP was appointed to carry out an A81 Options Appraisal Study. In order to ensure any uncertainty over the appropriateness and feasibility of transport options on the A81, discussions were held with Transport Scotland and SPT on the brief for the project given their key role as policy makers, funders and delivery partners for strategic infrastructure.

As the 2015 study was limited to updating the 2008 qualitative study, this commission sought to provide quantitative analysis using transport modelling to supplement the work carried out in the 2015 STAG study in order to generate rigorous value for money assessments such as Benefit Cost Ratios (BCR) and Net Present Value (NPV). The 2018 Study executes the more detailed and technical aspects of a STAG Part 2 (Detailed) appraisal.

The defined purpose of this study was:

“To provide further information on the appropriateness, financial feasibility and deliverability of options which will allow decision makers to establish whether there is a clear rationale for the potential options and select preferred options for the corridor; and to remove any uncertainty regarding the appropriateness and feasibility of potential interventions.”

It was also prescribed that:

“Rail and Bus industry stakeholders will be required to contribute to the development of this study and engagement with them will be required throughout the study. In particular, it is necessary to ascertain whether a potential station at Allander is feasible without line doubling, associated works and timetabling implications and crucially; what these costs would be, should line doubling be required, in order to clarify the true cost and identify if it is worthwhile expenditure given the potential costed benefits. This will necessitate participation from all relevant rail industry stakeholders from the inception of the study.”

The study followed the methodology of the 2015 STAG but sought to refresh and consolidate the 2008 and 2015 issues and constraints, transport planning objectives and options for detailed appraisal. This was to ensure:

- The problems, issues and constraints associated with the corridor remain current and relevant;
- Commentary from key stakeholders is addressed as far as reasonably practicable within the context of the study
- The approach remains commensurate with both the requirements of STAG and the Council’s requirement for a definitive study outcome which will inform future investment decisions; and
- Focus is given where required, to the detailed and technical components of the previous work, whilst avoiding regurgitation of previous work.

Key stakeholders such as Transport Scotland and Strathclyde Partnership for Transport (SPT) provided feedback on the 2015 study and were engaged through development of the 2018 study. The current study sought to address these specific points and these are summarised below:

#### **SPT Commentary**

- Consideration should be given to local and strategic trips to and from various destinations;
- Consideration should be given to current use and potential for increased use of bus as a primary mode of transport;
- There needs to be a balanced and realistic treatment of travel needs in the corridor to ensure that any solutions that emerge are clearly demonstrated to be the appropriate ones; and
- Option generation and scoring should relate to the transport planning objectives.

#### **Transport Scotland Commentary**

- A clear evidence based rationale needs to be established for any interventions being considered;
- The Transport Planning Objectives (TPOs) should be specifically linked to the evidence;
- Objectives require to be SMART and incorporate definitive targets and/or indicators where possible.

From this stakeholder engagement, WSP derived the following key tasks for the current study:

- Review previous 2008 and 2015 studies;
- Review current evidence base and refresh problems, issues and constraints;
- Refine the TPO's in accordance with the above;
- Refine and re-package options in accordance with the above;
- Undertake a qualitative appraisal;
- Undertake a detailed quantitative appraisal;
- Identify risks and uncertainty

It was considered that following this approach would achieve the purpose of the study and provide clarity on options previously appraised for the study. Furthermore, WSP used this methodology successfully for the business case for the new rail station at Robroyston in Glasgow, which resulted in award from the Scottish Government's Scottish Stations Fund for delivery of a new rail station at Robroyston on the Cumbernauld line.

This study was carried out consistent with the assumption that development at Kilmardinny would be proceeding on 350 housing units with potential for further 150 should they come forward. Planning Committee originally granted permission for 550 and this was reduced to 492 in February 2015 but 150 were marked 'should this site proceed'.

## **Transport Options Appraisal Study Findings and Conclusions**

### **Transport Planning Objectives**

Transport Planning Objectives (TPOs) form an important backbone of the study as they are what options are appraised against. This is to ensure any options coming out of the study are derived from an identified, evidence based problem. Some options may indeed be economically viable, but they may not fulfil the objectives of the study and not solve any identified problems in the study area. The TPOs in this study are derived from a review, rationalisation of problems opportunities, issues and constraints and the policy review.

The overarching Transport Planning Objective for this study was:



***“To shift to more sustainable modes of transport on the A81 Corridor”***

To ensure this met with Transport Scotland requirements, the main TPO was divided to 2 sub-objectives which were:

***Sub-objective 1: Increase non-car mode share by 7.5 percentage points over a 5 year period***

***Sub objective 2: Increase public transport use by 5 percentage points over a 5 year period***

**OPTION DEVELOPMENT**

In order to develop appropriate options for appraisal, WSP sifted a long list of options from previous studies against the TPOs and deliverability, resulting in a new packaging of options. This was discussed with Transport Scotland and following this consultation, the packing was further refined to reflect need for a multi modal improvement scenario allowing a combination of options to be drawn together around scalability of cost and wider improvements to the corridor. The packages are described below.

**Do Minimum**

The Do-Minimum scenario comprises interventions which have already been identified by EDC and SPT, and have committed funding, but which are yet to be implemented. These interventions which it is assumed, will be undertaken regardless of the findings of the present study. This includes:

- Provision of increased cycle parking at Milngavie Station (from 28 to 50 spaces), as per the EDC Active Travel Strategy 2015 and Abellio ScotRail Cycle Innovation Plan;
- Installation of real time passenger information screens at bus stops along the A81 corridor, as identified in the EDC Local Transport Strategy (LTS) 2013-17; and
- Extension of SCOOT adaptive traffic signal control system to Milngavie Town Centre, also as identified in the EDC LTS 2013-17. Assumed to comprise 4 junctions including bus priority:
  - A81 Strathblane Road / Baldernock Road / A81 Glasgow Road / B8030 Station Road crossroads;
  - B8030 Woodburn Way / Ellangowan Road / Gavin’s Mill Road crossroads;
  - B8030 Main Street / B8050 Park Road T-junction; and
  - B8050 Park Road / Clober Road / Douglas Street / B8050 Craigdhu Road crossroads.

**Do Something 1**

Extension of the segregated Bears Way cycleway northwards to Milngavie Town Centre and South to Kessington (i.e. Phases 2 and 3)

#### **Do Something 2A**

Expansion of Milngavie Station Car Park from 134 to circa 240 spaces via decking. This work will incorporate landscaping works to enhance visual amenity and screen the car park from Woodburn Way.

#### **Do Something 2B**

Provision of additional car parking for Hillfoot Station at south Kilmardinny

#### **Do Something 3A**

Construction of a new single track single platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.

#### **Do Something 3B**

Doubling of the railway line between Hillfoot and Milngavie, double platform railway station at Allander, including new access from A81, 150 space car park and cycle parking.

#### **Appraisal**

All options were appraised qualitatively against a number of criteria including:

- The study TPOs,
- STAG criteria of; environment, economy, safety, accessibility and social inclusion, and integration.
- Deliverability criteria of feasibility, affordability, and public acceptability.

The results for each option are detailed in the table below.

<b>Option</b>	<b>Study Transport Planning Objectives</b>	<b>Governments Key Objectives</b>	<b>Deliverability Criteria</b>	<b>Totals</b>
Do Minimum	6+	10+	9+	25+
Do Something 1	4+	13+	3+	20+
Do Something 2A	7+	13+	6+	26+

Do Something 2B	4+	9+	8+	21+
Do Something 3A	2+	3+	3+	8+
Do Something 3B	2+	2+	1+	5+

The detailed appraisal provided Benefit Cost Ratios for all the options which provide a definitive measure of value for money. The PVB (Present Value of Benefits) and PVC (Present Value of Costs) allow comparison of the costs and benefits of a scheme or option. The benefit-cost ratio (BCR) is given by PVB / PVC and so indicates how much benefit is obtained for each unit of cost, with a BCR greater than 1 indicating that the benefits outweigh the costs.

## BCR AND METHODOLOGY TABLE

Table 5

Option	Scenario	Capital Costs	BCR	Methodology
Do Minimum	20 Years Present Value	<p><b>Per junction:</b>  SCOOT Installation: £27,666.67  Civils: £33,000  Design, supervision and risk: £19,413.33  Total: £80,080</p> <p><b>RTPI Installation:</b> £10,000 per bus stop</p>	<b>0.91</b> - 20 Years (Poor Value for money)	<p>The detailed appraisal of the Do Minimum option has been undertaken in accordance with the methodology set out in TRL593<sup>20</sup>, the Green Book and DfT WebTAG <sup>21</sup> methodology.</p> <p>The percentage of journey time saving estimate is derived from results of commercial systems published on the SCOOT <sup>22</sup>website.</p>

<sup>20</sup> Within the A81 study WSP have used the industry accepted values for public transport elasticities generated by TRL in the report - TRL Report 593 – The Demand for Public Transport – A Practical Guide. Transport Research Laboratory (TRL) is independent from government, industry and academia and provides organisations with the evidence-base to enable future innovation in transport.

<sup>21</sup> WebTAG is the Department for Transport in the UK government's guidance document that provides information on the role of transport modelling and appraisal.

<sup>22</sup> [http://www.scoot-utc.com/documents/survey\\_results.pdf](http://www.scoot-utc.com/documents/survey_results.pdf)

Option	Scenario	Capital Costs	BCR	Methodology
		Maintenance: £200 per bus stop plus £20,000 total operating costs assuming shared services with Glasgow City Council		
Do Something 1	Phase 2 only Phase 3 only Phases 2 and 3	£442,000 £319,000 £761,000  The costs for phases 2 and 3 have been factored on a per km cost from Bears Way phase 1, with the Phase 2 cost including the upgrade of 2 junctions at an estimated cost of £70,000 each.	<b>2.41</b> (High value for money)  <b>1.46</b> (Low value for money)  <b>1.90</b> (Medium value for money)	AMAT <sup>23</sup>  Assessed utilising WebTAG Databook (Spring 2016 release v1.6) <sup>24</sup>
Do Something 2A	Provide additional circa 106 spaces via decking	£3,037,626	<b>3.04</b> (High value for money)	Park and Ride Demand Model. Details in Study Appendix.

<sup>23</sup> The DfT released the Active Mode Appraisal Toolkit (AMAT) and reported on the evidence base to quantify the impact of investment in cycling and walking and to make the case for investing in both. The tool incorporates Health, Journey Quality and Decongestion benefits.

<sup>24</sup> Background annual growth has been calculated based on DfT traffic count data and updated manual counts undertaken by East Dunbartonshire Council in 2017.

Option	Scenario	Capital Costs	BCR	Methodology
Do Something 2B	150 Space Car Park	£405,666	<b>1.48</b> (Low value for money)	Park and Ride Demand Model. Details in Study Appendix.
Do Something 3A	150 Space Car Park	£6,036,970	<b>0.76</b> (Poor value for money)	Bespoke demand forecasting and appraisal tool. <sup>25</sup> & <sup>26</sup>
Do Something 3A	550 Space car park	£8,050,760	<b>1.17</b> (Low value for money)	Bespoke demand forecasting and appraisal tool.
Do Something 3B	150 Space Car Park	£32,882,172	<b>0.44</b> (Poor value for money)	Bespoke demand forecasting and appraisal tool.
Do Something 3B	550 Space car park	£32,882,172	<b>0.73</b> (Poor value for money)	Bespoke demand forecasting and appraisal tool.

## Conclusions

Based on the qualitative results and cost benefit analysis, the study sets out a preferred option of Do Something 2A (expansion of Milngavie station car park via decking). This option has a BCR of 3.04 (high value for money). The next high scoring option is Do Something 1 (extension of Bears Way) which has a BCR of 1.90 (medium value for money).

The new rail station option's BCR is significantly lower due to the very high capital cost of a new rail halt and the sited location's inability to draw ample passenger demand from the area, due to neighbouring land use (constraint for development to the east) and proximity to existing rail stations.

<sup>25</sup> The bespoke tool was approved by Transport Scotland and was used in development of the business case for Robroyston Station.

<sup>26</sup> The bespoke tool (transport model) uses the following data sources to identify the levels of traffic which has the potential to switch to rail services: Traffic flow data; Traffic flow past the site; Proportion of traffic accessing the city centre; Car occupancy levels; Mode choice sensitivity; Journey time data; Journey times to Glasgow City Centre; Vehicle operating costs (fuel); Total distance between the site and Glasgow City Centre; Parking costs; and Local trip attraction.

## **Key Issues**

The A81 Transport Options Appraisal Study raises a number of issues which will require further consideration within the process of developing the refreshed Local transport Strategy. These are highlighted in the following paragraphs.

### **Potential Allander Rail Station**

The Study contains the following findings on the potential Allander Rail Station:

- Benefit Cost ratio for station at Allander under all scenarios shows this option offers poor value for money.
- A new railway station at Allander would be located within reasonably close proximity (comparatively) between two neighbouring stations, which inherently reduces the ability of the new station to abstract a significant level of patronage from the existing stations.
- The more remote siting of a new station at Allander would attract very limited walking trips as a function of its more remote location from both the A81 corridor and a reasonable scale of residential walk-in catchment
- A new railway station at Allander will be sited in an area which does not currently, nor is likely to in the future, have an increased residential catchment. The Kilmardinny development (residential and commercial) is not of sufficient scale to generate the necessary levels of rail patronage and there is limited developable land, remaining within a reasonable walk in catchment of the station to warrant it being viable now or in the short to medium term.
- The rail based options (Do Something 3A and 3B) do not appear to deliver sufficient value for money, and are much less effective when measured against the Study's Transport Planning Objectives, STAG criteria and deliverability criteria.

### **Are all the station scenarios not viable?**

Table 5 above demonstrates that the single track station option, with a 550 space car park, is predicted to have a BCR greater than 1.0, and could therefore be considered as economically viable. WebTAG suggests that a BCR value of 1.17 represents 'low value for money'. As mentioned above, the size of the car park is an important aspect of predicting future rail patronage demand. The provision of 550 parking spaces to support the facility is effectively an arbitrary

figure, but included as a sensitivity test, to illustrate the levels of parking necessary to facilitate enough demand for the facility to achieve a BCR greater than 1. However, this level of provision is likely to be too high to be feasible for the following reasons:

- Additional land take would be required to provide a car park of this scale and the costs of such are not included in this assessment;
- The provision of a 550 space park and ride would require supporting access and road network mitigation/ improvements to accommodate the additional trips and the costs of such are not accounted for in this BCR assessment;
- Notwithstanding that the impacts of a draw of 550 inbound (plus drop-off) trips to the facility have not been tested on the surrounding road and junction network, it is considered that this more intense volume of traffic on the local road network during the peak hour, would create significant disbenefits on the environment; safety and security (potentially more so for school children); and accessibility, as the dominance of the private car is likely to discourage local walking and cycling.

If the above costs not currently included in the assessment were included, then the costs of providing a 550 space car park would begin to outweigh the benefits and the benefit-cost ratio is anticipated to reduce below 1.0. This point is crucial to understanding the wider impacts of implementation of a 550 space car park at the Allander site.

### **Parking**

The Study contains the following findings on parking on the Corridor:

- Decking Milngavie Station scores highest in environmental appraisal due to its ability to take cars off the road onto sustainable modes, it also scores highest in terms of feasibility and affordability.
- The study finds decking Milngavie Station car park and increasing parking provision by circa 106 spaces would incur an estimated capital cost of circa £3million.
- Large levels of parking at Allander is likely to create disbenefits relating to air quality, reductions in walking and cycling levels, local congestion and delays and additional junction works to cope with additional traffic.

### **Active Travel**

The Study contains the following key findings on Active Travel provision on the Corridor:

- The study found that completion of the Bears Way offers the second best value for money of all the options appraised.

- Benefits of active travel to corridor (and any disbenefits noted in report)
- The study finds completing the Bears Way would incur an estimated capital cost of circa £442,000 for phase 2, £319,000 for phase 3 and a combined £761,000 for the 2 phases together.

### **Bus Provision**

The Study contains the following findings on bus infrastructure and provision on the Corridor:

- There is limited scope for significant bus measures in the EDC sections of the A81.
- Furthermore any works carried out in East Dunbartonshire for bus could be undermined by a lack of provision in Glasgow, most of the delays experienced by bus users are in Glasgow anyway.
- It would be possible to increase benefits of bus by partnership working with SPT and Glasgow City Council but this is out with the scope of this study.
- First Bus has previously indicated there is not a great appetite for a bus park and ride on the A81 and it was sifted out of the 2015 STAG study for this reason.
- The Council is already looking at delivery of Real Time passenger Information roll out in partnership with SPT and this is included in the study as part of the 'Do Minimum' case.

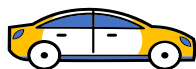
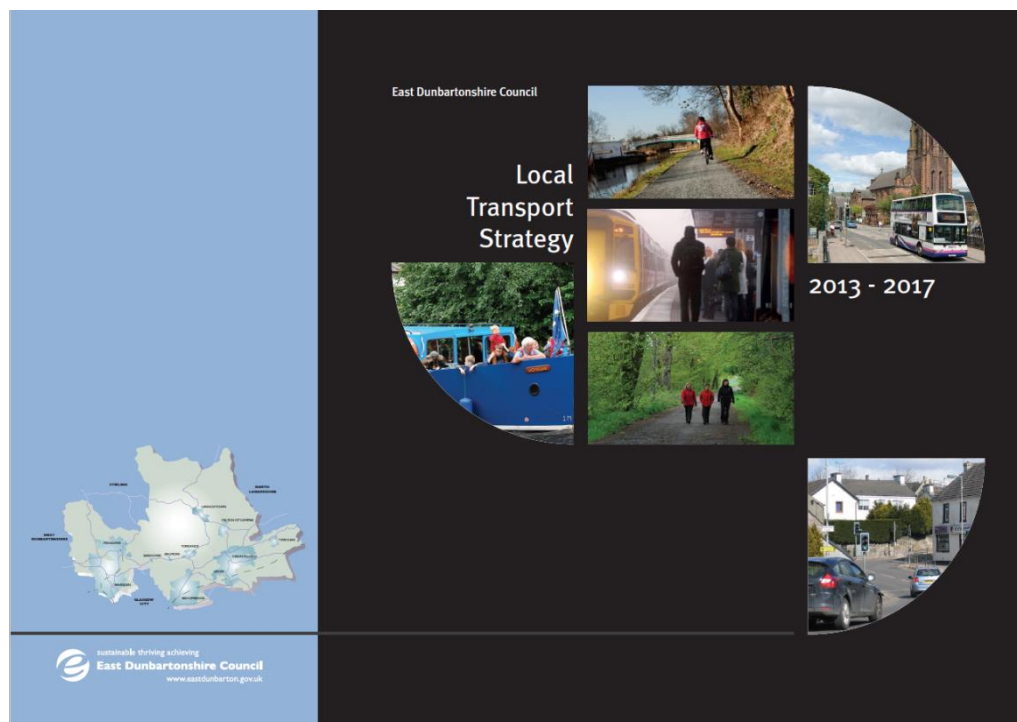
### **8. Conclusion**

The route corridor study conclusions and key issues highlighted throughout this review will be crucial in informing the preferred options within the Transport Options Report. STAG guidance and principles should be applied to Local Transport Strategies wherever possible and as such any preferred options in the TOR should be consistent with the conclusions of the route corridor studies. Any options that are at odds with the STAG studies' conclusions would not qualify for central government funding.



## Local Transport Strategy

### Local Transport Strategy 2013-17 Review



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## **1. Introduction**

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

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

The purpose of the LTS is to:

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

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

## **2. Local Transport Strategy 2013-2017 - Objectives**

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

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

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

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

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

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

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

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

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

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

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

### 3. Targets

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

Indicator	Baseline	Target	Source	Target Achieved by 2017
				Glasgow Improvement Programme
Road Condition	2011/12 Road condition rating	Increase percentage of roads that are rated acceptable	Scottish transport Statistics	Yes  2011/12 – Red 11, Amber 32  2016/17 - Red 8 Amber 30
Travel to work/Education	2009/10 travel to work survey	Increase the percentage of people walking, cycling and using public transport to work or study	Scottish Household Survey <sup>27</sup>	No 2016 – 28.7% 2009 - 30% <sup>28</sup>
Emissions	Number of AQMA	Ensure no new AQMAs are declared	Scottish Government Air Quality data	Yes
Travel to School	2010 Hands Up Survey	Increase percentage of children that walk/cycle to school	Sustrans Hands Up Survey	Walk – Yes  2010 Walk – 45.2% 2015 Walk - 48.1% Cycle – No  2010 Cycle – 3.3% 2015 Cycle – 2.8%  2015 sample size much lower (11,000 – 2010, 6881 – 2015)
Travel patterns	N/AS	Develop a database of local trips and mode share for	Travel diaries – local population, businesses	No – rely on Scottish Government data

<sup>27</sup> <http://www.gov.scot/Publications/2010/12/17120002/162>

<sup>28</sup> <http://www.gov.scot/Publications/2010/12/17120002/180>

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



#### 4. Key Outputs

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

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

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

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

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

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

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

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

## **5. LTS Monitoring - What has been delivered?**

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

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

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

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

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

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

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

## 6. Action Plan Progress Summary

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

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

Action	Location	Progress Update 4 Years (August 17)
Undertake a technical study to determine the merits, costs and feasibility of developing new rail stations at Woodilee, Westerhill and Allander	A81 and A803/806 corridor	Route Corridor Studies have been carried out for the A81 and A803/806. These studies assess the merits, costs and feasibility of developing new rail halts at Woodilee, Westerhill and Allander. Correspondence with the Transport Minister has indicated that due to outcomes of studies; Westerhill and Woodilee should be re-assessed post-delivery of the EGIP programme.
Lobby public transport operators, SPT and Transport Scotland to ensure the cost of public transport is reasonable in East Dunbartonshire	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with transport partners to enhance integration between bus and rail services in East Dunbartonshire through improved timetabling	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on deliver by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action.
Work with SPT to improve ticketing through integration across all modes of public transport	Area wide	Not within Council's remit. Progress nationally has been made as ScotRail tickets has technology to integrate with Subway and discussions are ongoing to improve this service. Transport Scotland and SPT, through Nevis Technologies, are delivering interoperable smart card ticketing across rail and Subway.

Action	Location	Progress Update 4 Years (August 17)
		The SPT ZoneCard is an existing integrated multi-modal ticketing product covering a range of 'zones' across Greater Strathclyde, where travellers can choose how many 'zones' their ticket will cover. Approximately 9,400 ZoneCards were purchased by East Dunbartonshire residents in 2016/17 (approximately 10% of the population). SPT estimate that approximately £310,000 of savings have been made for East Dunbartonshire residents through Zonecard ticketing in 2016/17. <sup>29</sup>
Work with the train operator and Transport Scotland to increase capacity on peak travel services as required	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.
Work with Transport Scotland, Network Rail and the train operator to improve the level of frequency during peak travel periods	Area wide	Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions. Elected members are also working to deliver this action. EGIP will have significant benefits and assist in delivering this action for Lenzie and Bishopbriggs.
Work with Transport Scotland to ensure that Bishopbriggs and Lenzie stations are served by electrified trains in order to improve reliability, frequency and reduce emissions	Bishopbriggs, Lenzie	EGIP project will create significant benefits and assist in delivering this action for Lenzie and Bishopbriggs. Phase 1 of EGIP electrification has been completed on the main Glasgow-Edinburgh line. Very few services stop at Lenzie or Bishopbriggs so the positive impact may be little at this stage. Electrification of Stirling/Alloa/Dunblane services are expected to be completed by December 2018 which will stop at Lenzie and

<sup>29</sup> SPT Transport Outcomes Report 2016/17

Action	Location	Progress Update 4 Years (August 17)
		Bishopbriggs and provide major benefits to East Dunbartonshire residents.
Work with SPT and bus operators to improve accessibility to hospitals and healthcare facilities	Area wide	<p>SPT registered new services for access to Queen Elizabeth University Hospital.</p> <p>SPT undertook accessibility analysis in 2014 and worked with Public Service Vehicle operators to improve the number of local services to the QEUH including services operating via Partick interchange.</p> <p>Glasgow City Bus 15 – SPT is supporting additional 8 journeys between Milngavie – Anniesland / weekday and all Saturday and Sunday services between Milngavie-Anniesland to improve access to Gartnavel.</p> <p>SPT supports the service 6B –Bearsden – Glasgow via Gartnavel.</p>
Continue to support MyBus through SPT	Area wide	Support ongoing - 26,000 passengers used MyBus services across the authority area in 2016/17.



Action	Location	Progress Update 4 Years (August 17)
Work with SPT, the community and other partners to explore opportunities for community transport provision	Area wide	Community Transport Glasgow service is available in East Dunbartonshire. All buses are available for not for profit community and voluntary groups and can only be hired by CTG members.
Explore opportunities to provide additional bus services or alter routing to address gaps in areas	Area wide	Explored through route corridor studies. Officers working with bus operators to explore opportunities for improvements.
Continue to improve bus infrastructure including the upgrade of shelters and lay-bys and measures such as priority signals and lanes, which will be undertaken in line with high environmental and design standards: <ul style="list-style-type: none"> <li>• Road network adjacent to Hillfoot Railway Station</li> </ul>		Work is ongoing. Route corridor studies addressing A803 and A81, Kirkintilloch Masterplan ongoing. In 2016/17 SPT delivered 2 new bus stops, 1 shelter refurbishment, 2 bus stop pole upgrades and 21 bus stop graphics, while maintaining 477 bus stops, 155 shelters and 598 pole-mounted information cases in East Dunbartonshire.
	Bearsden	Work with SPT ongoing
<ul style="list-style-type: none"> <li>• A803 through Bishopbriggs</li> </ul>	Bishopbriggs	Work with SPT ongoing
<ul style="list-style-type: none"> <li>• Kirkintilloch town centre</li> </ul>	Kirkintilloch	Stop upgrades and installation of real time passenger information have been delivered as part of Kirkintilloch Town Centre Masterplan
<ul style="list-style-type: none"> <li>• A81 Corridor through Bearsden and Milngavie</li> </ul>	Bearsden and Milngavie	Work with SPT ongoing

Action	Location	Progress Update 4 Years (August 17)
Assess and implement bus priority measures such as signals and lanes to reduce bus journey time and improve punctuality	Area wide	Assessment of this has been carried out in route corridor studies and feasibility studies.
Work with bus operators to assess the viability of developing new express bus services	Area wide	Work with SPT ongoing
Work with SPT to develop an integrated transport network that could improve connectivity between residential areas and railway stations	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The active travel strategy contains several measures that contribute to this action. Improved cycling infrastructure at stations has been delivered as has Healthy Habits signage in Bearsden, Milngavie, Bishopbriggs and Kirkintilloch/Lenzie. Phase 1 of Bears Way segregated cycleway has been delivered.
Ensure the Council maintains an up-to-date travel plan	Area wide	No travel plan currently in place.
Ensure Transport Assessments and Travel Plans are submitted when assessing developments	Area wide	Transport Assessments and Travel Plans for developments are carried out when required.
Examine the feasibility of introducing a bus services between the wider East Dunbartonshire area and Mugdock Country Park.	Milngavie	Mugdock Strategy sets out 5 year plan for developing Mugdock Country Park. Currently no interest in operating a bus service from operators and no volunteer interest. Would require Council to fund a service.

Action	Location	Progress Update 4 Years (August 17)
Investigate and work with SPT and bus operators to explore an opportunity to improve the current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch	Bearsden / Milngavie and Bishopbriggs / Kirkintilloch	This action is out with the Council's remit and is the responsibility of private operators. Service between Milngavie/Bearsden to Kirkintilloch/Bishopbriggs is hourly and fully supported by SPT.
Work with our partners to increase personal security on buses and trains in East Dunbartonshire	Area wide	This action is out with the Council's remit and is responsibility of private operators/Police, however, partnership working is on-going between Council officers and relevant bodies to improve the situation.
Work with partners to improve bus timetables that relate to services in the evenings and at weekends especially with regards to settlements in the rural area	Area wide	The Council works with operators and SPT to ensure that services are provided where there is a social need. Service provision is determined by commercial operators and SPT already subsidises many services. Further service provision would need to demonstrate need.
Investigate developing a dedicated bus waiting area as part of the Kirkintilloch Masterplan to improve waiting facilities, information provision and operations	Kirkintilloch	Improvements to bus facilities are being delivered through the Kirkintilloch Town Centre Masterplan. The Bus Hub option was assessed in the 2015 route corridor studies.

Action	Location	Progress Update 4 Years (August 17)
Explore opportunities and ensure that access to Westerhill Business Park via bus is improved	Bishopbriggs	Transport plays a key part of the Westerhill City Deal development. The proposal includes: <ul style="list-style-type: none"> <li>• BRR phase 5.</li> <li>• Bus Park and Ride</li> <li>• Quality Bus Corridor</li> </ul>
Liaise with Transport Scotland with regards to promoting hard shoulder running for express bus services between Kirkintilloch/Lenzie and Glasgow that travel on the M80 and M8 during peak travel periods	Kirkintilloch, Lenzie, Bishopbriggs	There has been limited progress with developing this action.
Develop and implement travel hubs on the A81 Route Corridor (Hillfoot, Kessington and Burnbrae), Bishopbriggs and Lenzie to promote the integration of different transport modes at key interchange locations	Hillfoot, Kessington, Burnbrae, Bishopbriggs and Lenzie	Sustainable transport hubs delivered at Hillfoot and Kessington. The Burnbrae hub was implemented at Milngavie rail station in 2016. These improved walking, crossing, waiting and cycle friendly facilities. They improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Work with SPT and bus operators to investigate the need to enhance public transport accessibility of Twechar through improving the frequency of bus services	Twechar	The Council supports improved bus service provision but this action is out with the Council's remit and in the hands of private operators.
<b>Roads and Parking</b>		
Complete Phase 4 of the Bishopbriggs Relief Road	Bishopbriggs	Construction of the Bishopbriggs Relief Road (BRR) phase 4 commenced in Spring 2016 and was due to be completed by summer 2017. Construction delays due to ongoing wider works to deliver the Edinburgh Glasgow Improvement Programme (EGIP) being carried out

Action	Location	Progress Update 4 Years (August 17)
		by Network Rail, mean that the road is now due for completion in early 2018. Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.
Develop a resourcing mechanism for delivering Phase 5 of the Bishopbriggs Relief Road	Bishopbriggs	Council is continuing to develop a resource mechanism for this project.
Continue to improve rural and single lane roads in line with high environmental and design standards and include mitigation for any adverse environmental impacts where appropriate	Area wide	Progress has been made on Campsie Rd improvements and bridge enhancements. The Council will continue to improve rural roads by installing centre line studs and anti-skid surfacing.
Continue to monitor the performance of the road network and provide improvements where applicable, in line with high environmental and design standards, to enhance operation and safety at key junctions	Area wide	Condition assessment surveys are completed and locations are prioritised taking into account current conditions, expected level of deterioration, traffic volumes and use. Minor repairs are completed when required.
Promote road safety through schools	Area wide	This action is on-going.
Require improvement to junctions/ road network affected by development	Area wide	Continued input through planning consultation and Road Construction Consent review
Assess the benefits and install electronic information signs to warn drivers of delays, incidents and journey time information	Area wide	There are 11 signs in East Dunbartonshire that are moved around on demand in order to provide improved driver information.



Action	Location	Progress Update 4 Years (August 17)
<ul style="list-style-type: none"> <li>• Bishopbriggs Cross</li> <li>• Asda (Bishopbriggs)/Kirkintilloch Road Junction</li> <li>• Crosshill Road (Strathkelvin Retail Park)/Kirkintilloch Road Junction</li> </ul>	Bishopbriggs	On-going process.
	Kirkintilloch	Masterplan has implemented changes and works currently in progress. On-going process.
Continue to deliver improvements to the A81 Route Corridor to mitigate congestion and improve air quality	Bearsden and Milngavie	Hillfoot, Kessington and Milngavie Hubs all delivered.
Continue to deliver improvements to the A803 Route Corridor to mitigate congestion and improve air quality	Bishopbriggs and Kirkintilloch	Route corridor studies appraised options for A803. Officers are working to develop options in line with emerging Town Centre Strategies.
Implement the parking strategy in relation to both on and off street proposals	Area wide	Parking charges implemented in some car parks.
Manage parking issues through the introduction of decriminalised parking enforcement	Area wide	Complete and monitoring process on-going
Junction signage improvements to encourage use of A806	Kirkintilloch	Signage complete.
Continue to monitor the level of traffic on roads in East Dunbartonshire	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc.

Action	Location	Progress Update 4 Years (August 17)
Review the scope and methodology of the transport developers contribution note and revise if necessary	Area wide	The Local Development Plan was approved in February 2017 which sets out a sustainable Transport Policy which requires developers to provide transport improvements as part of the development. Supplementary Guidance on Developer Contributions has been produced and consulted on. This guidance has reviewed the scope and methodology for securing developer contributions for transport improvements.
Monitor air quality and the level of traffic in Bishopbriggs and Bearsden	Bishopbriggs and Bearsden	Carried out continuously and annual monitoring report submitted to Scottish Government.
Investigate the possibility of key roads (such as the A806 and A810) being adopted as Trunk Roads by Transport Scotland	Area wide	Currently not progressed.
Identify appropriate locations and implement the SCOOT system to improve traffic management	Area wide	SCOOT included as part of a package of options in the A81 Route Corridor Study. B8050 system is currently being delivered.
Monitor and review demand for parking in town centre car parks across East Dunbartonshire to manage capacity and operations	Area wide	DPE implemented Summer 2016 and charging for stays of over 2 hours in place in Milngavie, Bearsden and Kirkintilloch.
Assess the impact of the proposed Local Development Plan and identify associated transport solutions	Area wide	Transport Assessments will be required to be submitted as part of all planning applications on LDP sites.
Review the maximum and minimum parking standards for new developments	Area wide	Parking standards are currently under review.



Action	Location	Progress Update 4 Years (August 17)
Continue to investigate accident cluster sites and develop measures to improve road safety	Area wide	This is an on-going process. LED studs in road, high friction surfaces, and vehicle activated signs and warning signage implemented at various locations.
Investigate and install road traffic counters on key roads	Area wide	On-going counts - speed surveys - informs interventions for traffic calming/speed reduction etc. Counters installed to monitor active travel projects.
Ensure appropriate provision of disabled parking facilities across East Dunbartonshire	Area wide	On-going. This is a statutory requirement.
Identify appropriate locations and introduce new pedestrian crossing facilities where necessary	Area wide	Partly delivered through planning system and Council proposals. An example is the - Kirkintilloch Town Centre public realm improvements crossings
Provide the relevant level of maintenance activities in relation to roads, footways, street lighting, car parks, cycle ways and bridges.	Area wide	Phase 1 - LED lighting roll out circa 6000/8000 units have been rolled out. Roads and footways upgrades on-going in line with asset management plan Bridges have on-going improvements. The car parks are almost complete, only minor finishing touches need to be applied.
Investigate possible car club scheme with other organisations/local authorities	Area wide	A feasibility study has been carried out on this option and is on-going.
Investigate possible access improvements to Council car parks in Kirkintilloch	Kirkintilloch	On-going.
Develop and implement road safety measures in relation to the A809	Bearsden	High Friction Surfacing and upgraded signage provided – on-going monitoring

Action	Location	Progress Update 4 Years (August 17)
Winter Service Provision	Area wide	Provided annually. The Council continue to deliver winter service focusing on key transport routes and routes to schools, main services and cycle ways.
Maintain and upgrade signage for walking and cycling routes and roads	Area wide	Healthy Habits signage implemented in Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. A review of signage provision and de-cluttering is on-going. This will be reviewed again in Town Centre Strategies.
<b>Active Travel</b>		
Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: - A81 Bears Way – kerb segregated cycle lane - Phase 1 complete. Upgraded surfacing on Forth and Clyde Canal throughout all of East Dunbartonshire. Strathkelvin Railway Path upgraded on border with NLC. Healthy Habits signage provided across Kirkintilloch/Lenzie, Bishopbriggs, Milngavie, Bearsden, Lennoxton and Milton of Campsie. Milngavie, Hillfoot and Kessington hubs have all been delivered. Increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot station. Kirkintilloch Masterplan aimed to improve conditions for active travel.
Enhance the quality, safety and routing of paths and footways from residential areas to town centres, key bus routes, railway stations, employment , health and leisure facilities	Area wide	The following projects have been delivered between 2013 and 2017: - Cycle and walking routes between Woodilee and Lenzie, - Allander Walkway Upgrade

Action	Location	Progress Update 4 Years (August 17)
Work with partners to deliver parking and infrastructure improvements, such as shelter facilities, associated with cycling at railway stations	Area wide	The following projects have been delivered between 2013 and 2017: - Sustainable transport hubs delivered at Hillfoot, Kessington and Milngavie. These improved walking, crossing, waiting and cycle friendly facilities improve the passenger experience and provide incentives to walk or cycle to public transport connections, thereby helping to deliver reduced congestion and reliance on private cars, improved air quality and improved journey times.
Identify and develop the appropriate infrastructure such as routing and on road junction priority measures to encourage cycling in the rural area of East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: - Bears Way phase 1 - Strathkelvin Railway Path Upgrade - Canal Towpath Upgrade - path upgrade parallel to A897 west of Lennoxton and south east of Clachan of Campsie
Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal	Area wide	Active Travel Strategy completed and published end 2015. ATS included full network review/audit of active travel routes.
When opportunities arise, promote the health and sustainable benefits of active travel through campaigns	Area wide	The following projects have been delivered between 2013 and 2017: - Area wide 'Healthy Habits' project - Milngavie and Bearsden 'Big Bike Fest' - Play on Pedals
Undertake an examination of walking and cycling accessibility to primary schools through the Primary School Estate Review and develop safe routes to educational establishments from residential areas	Area wide	Consideration of active travel routes to school embedded in school design process

Action	Location	Progress Update 4 Years (August 17)
Increase and improve cycle parking provision security at Council owned facilities such as town centres, educational establishments, leisure facilities and employment areas	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> <li>- EDC office Southbank House improvements</li> <li>- Various Primary School 'Scooter and Cycle Parking Projects'</li> <li>- Purchasing bike fleet for schools and outdoor education</li> </ul>
Work with and encourage private land owners and businesses to improve cycle parking provision at business parks and retail parks	Area wide	Council officers are working with the business community through the active travel strategy and Economic Development Strategy to improve connectivity to town centres and retail centres.
Remove unnecessary or redundant street furniture, install the appropriate signage where required and improve information relating to active travel routes across East Dunbartonshire	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> <li>- Public realm works on Cowgate, Kirkintilloch</li> <li>- Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered</li> <li>- Milngavie Station, Hillfoot, Kessington</li> </ul>
Enhancements to town centre environments including the widening of footways, dropped kerbs, improved lighting and public realm, traffic calming measures and cycle parking in line with high environmental and design standards	Area wide	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> <li>- Public realm works on Cowgate, Kirkintilloch</li> <li>- Improvements at Barleybank, West High Street Steps, Kirkintilloch delivered</li> <li>- Milngavie Station, Hillfoot, Kessington</li> </ul>
Work with Transport Scotland and the train operator to improve the provision for bicycles on board trains and secure parking at stations across East Dunbartonshire	Lenzie, Bishopbriggs, Westerton, Bearsden, Hillfoot and Milngavie	The following projects have been delivered between 2013 and 2017: <ul style="list-style-type: none"> <li>- Partnership working has been ongoing between Council officers and relevant bodies to deliver this action. It relies on delivery by partner organisations who are aware of this action in the LTS. Work on the next LTS has allowed further discussions.</li> <li>- Sustainable transport hub delivered at Hillfoot and Milngavie Stations</li> <li>- increased cycle parking provided at Lenzie, Bishopbriggs and Hillfoot stations.</li> </ul>

Action	Location	Progress Update 4 Years (August 17)
Monitor and maintain the Council's core path network in line with the Core Path Plan	Area wide	The following projects have been delivered between 2013 and 2017: - The Council has resurfaced privately owned paths in partnership with private owners.
Development and implementation of a cycling strategy	Area wide	Active Travel Strategy complete and published in November 2015. The ATS stated two action plans, one for infrastructure and another for behaviour change. The ATS is focussed on increasing levels of walking and cycling.
Ensure areas of tourism interest such as Mugdock Country Park, the West Highland Way and the Forth and Clyde Canal are accessible through high quality footpaths/ cycleways	Area wide	The following projects have been delivered between 2013 and 2017: - Forth and Clyde Canal Towpath Upgrade in partnership with Scottish Canals - Milngavie Station Improvements which is a gateway to the West Highland Way
Ensure new developments incorporate high environmental and design standards set out in National Policy through Designing Streets and Designing Places and include mitigation for adverse environmental impacts where appropriate	Area wide	As set out in the LDP, planning guidance for Sustainable Transport and Design and Placemaking sets out requirements for new developments to include high environmental and design standards in line with national guidance. SEA process ensures any relevant mitigation is included in planning process.
Work with our partners to deliver cycle training and initiatives in schools	Area wide	The following projects have been delivered between 2013 and 2017: - Play on Pedals - Bikeability - iBike Officer training - cycle maintenance training
Install cycle counters on key routes to enable accurate monitoring	Area wide	The following projects have been delivered between 2013 and 2017: - SNH installed 1 counter on Strathkelvin route near Strathblane - 1 counter has been installed on A81 at Phase 1 of the Bears Way

Action	Location	Progress Update 4 Years (August 17)
Develop a footway between Woodilee and Lenzie	Lenzie	The following projects have been delivered between 2013 and 2017: - The shared footpath has been extended - Advisory cycle lanes on Garngaber Avenue. - Strathkelvin Railway Path Upgrade Woodilee to NLC boundary
Assess the need and deliver footways adjacent to Initiative Road (A806) and the Bishopbriggs Relief Road	Kirkintilloch, Bishopbriggs	The following projects have been delivered between 2013 and 2017: - A806 has now been adopted - Design of an active travel corridor parallel to the new Bishopbriggs Relief Road (BRR) Phase 4 has been carried out and will be delivered upon completion of Phase 4 of the BRR.
Work with adjoining local authorities to promote foot/cycle path connectivity	Area wide	The following projects have been delivered between 2013 and 2017: - Strathkelvin Railway Path Woodilee to NLC boundary - Work on ATS carried out with neighbouring authorities, the EDC Loop which is included in the ATS is planned to pass through Stirlingshire.
Improve and promote walking/cycling access to Strathkelvin Retail Park	Bishopbriggs	Council officers are working with the business community through the Active Travel Strategy and Economic Development Strategy to improve connectivity in town centres and retail centres.
Improve and promote walking and cycling access to Westerhill Business Park including an investigation into enhanced connectivity towards Lenzie	Bishopbriggs	The following projects have been delivered between 2013 and 2017: - Feasibility study from BRR to Lenzie. - The existing stretch of Westerhill Rd and bridge will become active travel corridor parallel to BRR following completion of phase 4.

## **7. Conclusion**

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

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

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

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



## Local Transport Strategy

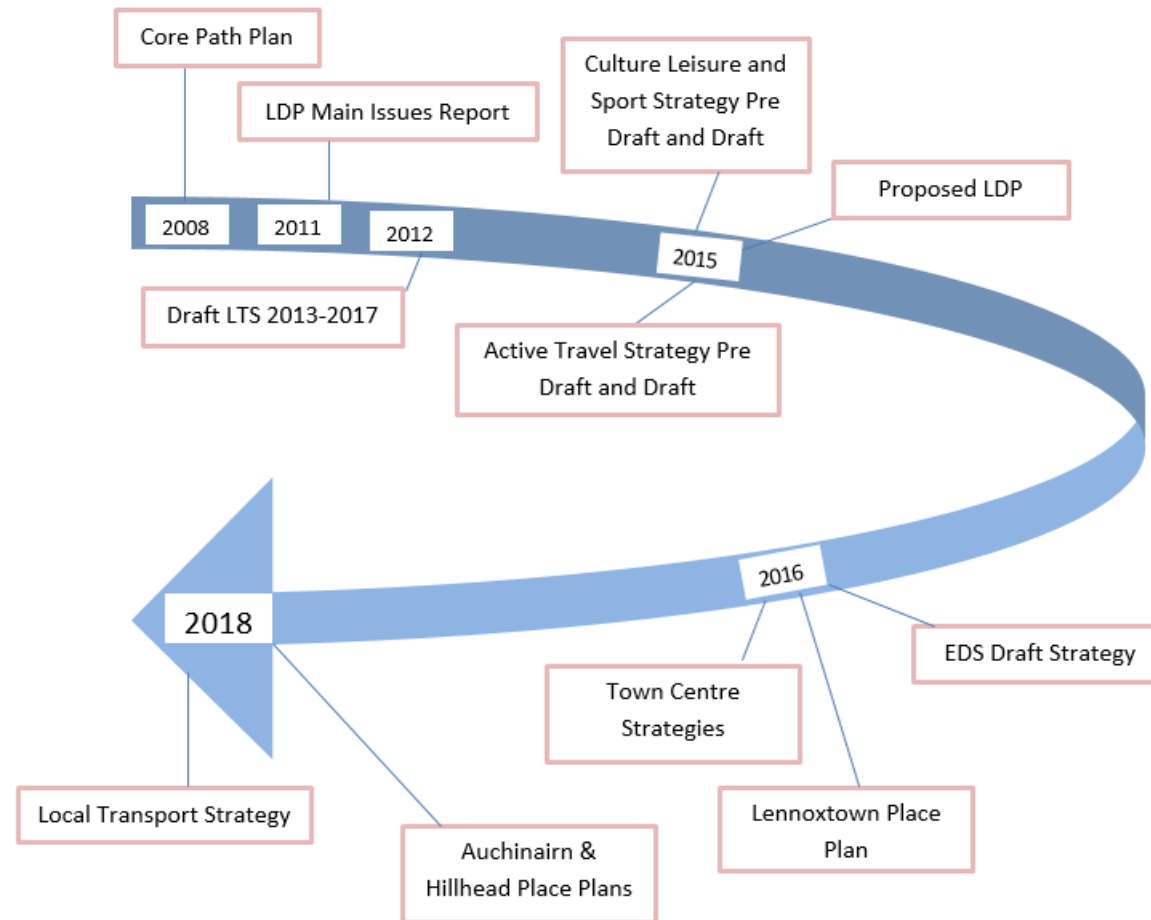
### Report of Previous Consultations



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## 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.

## 1. 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	Early engagement 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.	
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>
	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.	

Key Findings Relating to Transport	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.
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 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.</p> <p>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>Lennoxtown, Clachan of Campsie, Haughhead and Milton of Campsie</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>Generic Area Wide Comments</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>Summary of Question 3 Responses</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>Summary of Other Suggestions</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> <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>

<b>Strategy / Project Consulted on</b>	<b>Local Transport Strategy 2013-2017 – Draft Strategy</b>
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> </ul>



	<ul style="list-style-type: none"> <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 media (EDC Facebook and Twitter pages)</li> <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</li> </ul>

	<p>impacts on resilience and train performance. Network rail suggested the Council look closely at alternative ways of providing increased parking at existing stations.</p> <ul style="list-style-type: none"> <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 outcomes of the two 2015 STAG corridor studies.</li> </ul> <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> </ul>

	<ul style="list-style-type: none"> <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	<p>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.</p> <p>Over 150 responses separately to online survey.</p>
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	The consultation period ran for six weeks from 26 August 2015 to 7 October 2015.

	<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 to be contacted in future); e.g. community councils, local residents associations, SPT, neighbouring local authorities, GoBike, Paths for All and Sustrans</li> <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 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.</p> <p><b>Outdoor Assets-</b> 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)</p> <p>How could we encourage people to access facilities and activities by more sustainable and active forms of transport?</p> <ul style="list-style-type: none"> <li>• Linking settlements with better footpaths and cycleways</li> <li>• Increase awareness of footpaths and cycleways</li> <li>• Provide info on transport/ active travel options to Culture Leisure &amp; Sport facilities</li> <li>• Simplified signposting</li> <li>• More/ Better Cycle Storage at Public Facilities</li> </ul>

	<ul style="list-style-type: none"> <li>• ‘Boris Bikes’ located at key Culture Leisure &amp; Sport location hubs</li> <li>• Use of Ring ‘N’ Ride bus – no bus to Leisuredrome</li> <li>• Educate canal towpath users to share space</li> <li>• Promote East Dunbartonshire as an ‘excellent’ and accessible destination for people in Glasgow</li> <li>• Make facilities better and they will promote themselves. Build something like the Helix.</li> <li>• Utilise local knowledge to improve history offering and improve interpretation at historic attractions such as the Antonine Wall &amp; the canal</li> <li>• Attract a big provider (i.e. Go Ape) which would have a regional pull – proactive marketing/work with landowners &amp; Forestry Commission</li> <li>• Promote our cycling and walking routes- ‘Best of Both’ – flat and easy routes or more challenging</li> <li>• Public Wifi in our Town Centres and around attractions</li> <li>• Create new ‘view points’ like those delivered through the Scenic Routes project</li> <li>• Make better use of existing branding such as Canal Capital, Fair Trade Towns, Walkers are Welcome</li> <li>• Hold more big events (e.g. Highland Games)</li> <li>• Provide more accommodation including camping</li> <li>• Connected thinking between our assets and providers</li> <li>• Push our big assets more- i.e. West Highland Way</li> </ul> <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, 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 behaviour to more sustainable modes</li> </ul> <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	Press releases and advertisements published in all local press <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	Through consultation phases of developing the Culture Leisure and Sport Strategy, it is apparent that respondents; <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	Survey <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	Press releases and advertisements published in all local press: <ul style="list-style-type: none"> <li>Local Development Plan newsletter sent to over 1000 registered recipients.</li> </ul>



	<ul style="list-style-type: none"> <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> <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> </ul>

	<ul style="list-style-type: none"> <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> </ul>

	<ul style="list-style-type: none"> <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>

<b>Strategy / Project Consulted on</b>	<b>Auchinairn Place Plan</b>
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	Town Centre Strategies – Bearsden, Bishopbriggs and Milngavie
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> </ul>

	<ul style="list-style-type: none"> <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	<p>Online Survey – 687</p> <p>Workshop Participants - 53</p>
Key Findings Relating to Transport	<p><b><u>BEARSDEN</u></b></p> <p><b>Place Standard Scoring:</b></p> <p>The scoring for public transport resulted in quite an even spread, with an 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.</p> <p>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.</p> <p><b>Strengths:</b> 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.</p> <p><b>Weaknesses:</b> Lack of parking, air pollution and car culture</p>

	<p><b>Key Priorities:</b></p> <ul style="list-style-type: none"> <li>• Traffic flow to be better managed</li> <li>• Junction at New Kirk Road to Drymen Road</li> <li>• Better use of North Church</li> <li>• Glebe car park to be upgraded</li> <li>• Landscape the Manse Burn</li> <li>• Upgrade pavements and surfaces</li> <li>• Better range of social spaces</li> <li>• Improve mobility and accessibility</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Reduce traffic speeds passing through Drymen Road and ensure adequate parking arrangements to boost local trade.</li> <li>• Safer junctions e.g. Manse Road &amp; Drymen Road</li> <li>• Clamp down on selfish and inappropriate parking.</li> <li>• Redesigned and more formalised car park at Glebe Park.</li> <li>• Provision of a circular bus route around Bearsden and Milngavie.</li> <li>• Safer crossing point as an alternative to Bearsden Cross.</li> <li>• Support for pedestrianisation of town centre.</li> <li>• Continuation of segregated cycle way.</li> </ul> <p><b><u>BISHOPBRIGGS</u></b></p> <p><b>Place Standard Scoring:</b></p> <p>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.</p> <p>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</p>
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	<p>issues, particularly at peak times e.g. school run. Other comments noted problems associated with pavement parking and speeding traffic.</p> <p><b>Strengths:</b></p> <p>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.</p> <p>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.</p> <p><b>Weaknesses:</b></p> <ul style="list-style-type: none"> <li>• Lack of long-stay parking</li> <li>• Fast moving traffic</li> <li>• Poor air quality</li> </ul> <p><b>Key Priorities:</b></p> <ul style="list-style-type: none"> <li>• Management of through traffic (calming/physical layout)</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Enforce parking restrictions, especially parking on double yellow lines and bus stops.</li> <li>• Install shared cycle/pedestrian lanes such as those in Milngavie.</li> <li>• Redesign or move the taxi rank so this space can be used more effectively.</li> <li>• Ensure the train station has proper parking and drop off facilities. Possibly move station to Westerhill and create a park and ride facility.</li> <li>• There is no safe route to cycle to the town centre from the north of Bishopbriggs.</li> <li>• Improve traffic flow through town centre. Traffic light phasing obstructs traffic and has been a major problem.</li> <li>• Improve active travel movement from one end of Bishopbriggs to the other, including access to train station.</li> <li>• Introduce a 20mph zone for town centre, widen footways and reduce carriage width.</li> <li>• Rationalise junction at right hand turn into Morrison's.</li> <li>• Provide signage asking drivers to turn off vehicles at traffic signals.</li> <li>• Large increase of safe, sheltered cycle parking at station in safe, well-lit location so cyclists can lock bicycles and use public transport.</li> </ul>
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- 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.

### **MILNGAVIE**

#### **Place Standard Scoring:**

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.

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.

#### **Strengths:**

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

#### **Weaknesses:**

- Lack of cycling infrastructure
- Woodburn Way severs town centre from station/Tesco

#### **Key Priorities:**

- Local bus to station from neighbourhoods
- Cycling enforcement for safety of older and young people.

#### **Suggestions:**



	<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>

<b>Strategy / Project Consulted on</b>	<b>East Dunbartonshire Green Network Strategy</b>
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>

## **2. Consultation Stage 2 – Report of Consultation from Consultation on the Transport Options Report and Draft Local Transport Strategy**

The Report of Consultation from the period of consultation held on the Transport Options Report will be included in this section. Following consultation on the Draft LTS, a further Report of Consultation will complete this Background Report.

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>