

Consultation Stage 2 – Report of Consultation from Engagement on the Transport Options Report



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1. Executive Summary

Introduction

The Transport Options Report is the first stage in refreshing the East Dunbartonshire Local Transport Strategy. It set out a number of Transport Planning Objectives which were derived from an evidence base and an associated action plan of options which are intended to work towards achieving the Transport Planning Objectives. A period of consultation was essential at this stage to gather the views of stakeholders on the Transport Planning Objectives and the associated transport options. This consultation opened on **3 December 2018** and closed on **11 February 2019**.

Engagement Awareness Raising

The Council aimed to gather views from as many people and groups as possible in order to help shape the future of transport in East Dunbartonshire. The Council raised awareness of this consultation through the following means:

- An extensive social media programme which had a combined social media reach of over 250,000 people
- A press release describing the consultation and details of how to get involved
- Distributing details of the consultation in the Local Development Plan newsletter which is sent to individuals and organisations
- Producing a leaflet which was widely distributed across East Dunbartonshire
- Making a consultation website which included a bespoke Story Map version of the Transport Options Report
- Creating community booklets which summarised the contents of the Transport Options Report which were specific to different communities across the authority
- Contacting stakeholders directly to raise awareness and participation in the consultation

Engagement Methods

A number of methods were used to gather views throughout this consultation. A summary of the methods including estimates of the number of people who engaged in each are detailed in the table below.

Method	Description	Approximate number of people who engaged
Community Council meetings	Officers attended eight Community Council meetings providing a presentation and question and answer session with members of the public	170
Community drop-in sessions	Eight drop-in sessions were held across the authority area	280
Questionnaire	Online and paper questionnaire seeking views on the consultation	135 online 17 paper
Email responses	Responses from individuals and organisations were accepted by email	81

Schools	A Planning and Transport conference was held with young people from schools across the authority	30
Total		683

Engagement Findings

Travel behaviours

The respondents of the questionnaire were asked a series of questions on their current and potential travel behaviours. The top three main modes of current travel were: driving (45%), cycling (17%) and walking (13%). More frequent or better timed bus and rail services would attract people to travel more by public transport and better segregation from traffic and more traffic free routes would encourage more people to travel by walking and cycling.

Transport priorities

The respondents of the questionnaire were asked to rank a number of transport topics based on how important they were to them. The top three transport priorities based on the respondent's answers were: cleaner air and a higher quality environment, improving public transport and improving road safety.

Transport Planning Objectives

There was a very positive response to the six Transport Planning Objectives from groups and individuals throughout the consultation.

Area Wide

Over 200 individual comments and stakeholder representations were received on the area wide options including general comments on active travel, public transport, roads and parking. A wide variety of comments were received for the area wide options and there were also some key themes for each section including:

- Support for greater active travel infrastructure and maintenance with specific mention for improved walking and cycling access to schools
- The performance, frequency and coverage of public transport
- Access to hospitals
- Road and active travel maintenance
- Vehicle speeds
- Parking charges

Bearsden and Milngavie

Over 600 individual comments and stakeholder representations were received on the Bearsden and Milngavie options. The majority of comments were received on the following topics:

- Bears Way
- Parking at rail stations
- Proposed Allander Rail Station
- Bus performance, frequency and coverage

- Performance of the Milngavie rail line
- A81 Junction Improvements
- Planning
- Concerns regarding parking

Bishopbriggs, Torrance, Balmore and Bardowie

Over 60 individual comments and stakeholder representations were received on the Bishopbriggs, Torrance, Balmore and Bardowie options. The majority of comments were received on the following topics:

- Active travel infrastructure
- Road and footway maintenance

Kirkintilloch, Lenzie, Waterside and Twechar

Over 50 individual comments and stakeholder representations were received on the Kirkintilloch, Lenzie, Waterside and Twechar options. The majority of comments were received on the following topics:

- Active travel infrastructure
- Bus coverage
- Cost of public transport

Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

Over 50 individual comments and stakeholder representations were received on the Kirkintilloch, Lenzie, Waterside and Twechar options. The majority of comments were received on the following topics:

- Concern for cyclists safety
- Provision of bus services to Bishopbriggs, Stobhill Hospital and Strathkelvin Retail Park

Other comments

A number of comments were also submitted on the following topics:

- Consultation methods
- Planning
- Background reports

Moving Forward

The results of this period of consultation will be help shape the contents of the draft Local Transport Strategy. Following approval of the draft Local Transport Strategy a further period of consultation will be held which will allow stakeholders an opportunity to submit any final comments prior to the production and publication of the final Local Transport Strategy. Progress on the Local Transport Strategy process including the publication of all associated reports can be followed on the Council's web page: <https://www.eastdunbarton.gov.uk/local-transport-strategy>

2. Introduction

This is a Report of Consultation for a period of engagement that was undertaken on the Transport Options Report. The Transport Options Report is the first stage of refreshing the East Dunbartonshire Local Transport Strategy. The Transport Options Report sets out preferred and alternative options for active travel, public transport, roads and parking. These options were set out for the whole authority as well as specific options for community areas included in the Local Development Plan. Having preferred options and alternative options where appropriate allowed a large number of options to be presented to stakeholders.

The purpose of this consultation was to gather views on all of the preferred and alternative options that were presented and also allow an opportunity for different options to be raised prior to the development of a draft Local Transport Strategy.

The consultation period was organised to ensure as many people as possible were engaged, with the aim of receiving as many responses and comments on the options as possible, from varied groups of society. This consultation opened on **3 December 2018** and closed on **11 February 2019**.

The Transport Options Report also included a set of Transport Planning Objectives. The consultation also aimed to gather views on these objectives with a vision of carrying forward agreed objectives into the Local Transport Strategy.

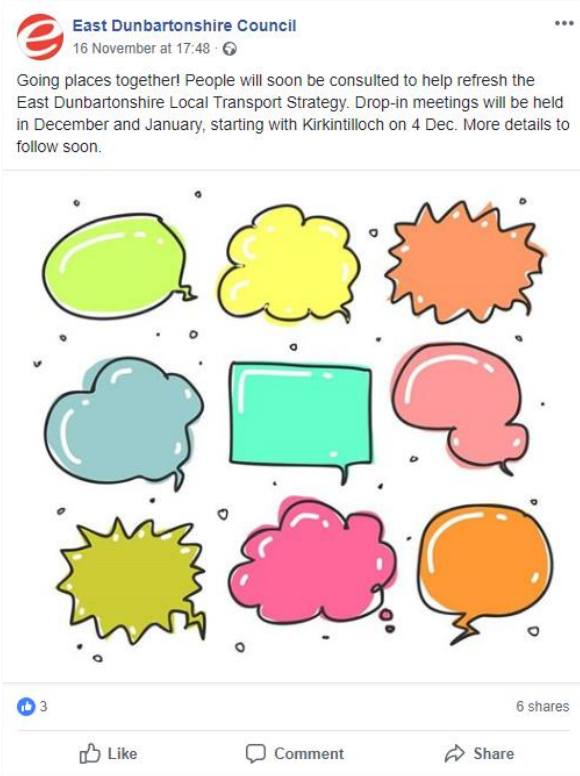
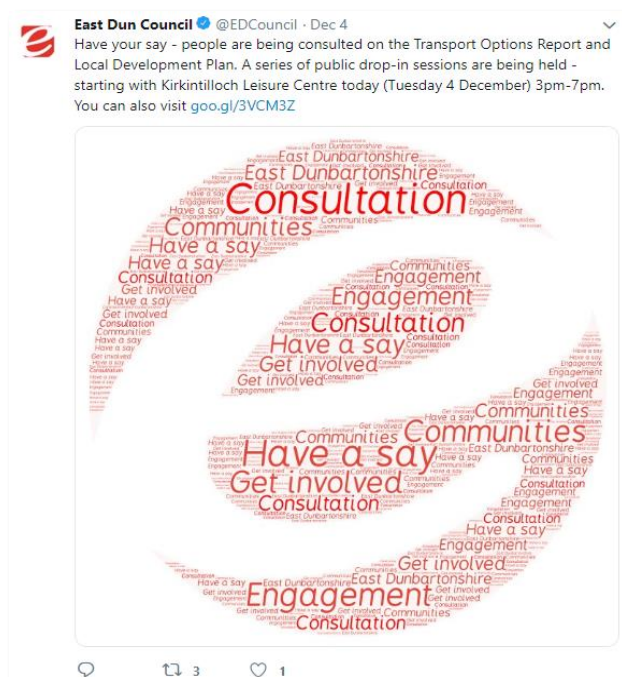
This report will detail the methods used for raising awareness of the consultation as well as the methods used for the consultation itself. It will also detail the key results of the consultation, detailing the trends and significant results where appropriate.

In order to comply with the EU General Data Protection Regulation (GDPR), any personal data including names and addresses are not included in this report. However, the names of organisations and stakeholder groups have been included where appropriate.

3. Engagement Awareness Raising

Social Media Programme

The Council carried out an extensive advertising campaign through a social media programme. The Council uses Facebook and Twitter accounts to distribute news and this programme allowed frequent updates to be posted regarding this consultation. The updates included: information on the consultation, links to the consultation web page and reminders and events for the drop-in sessions held across the authority.



The social media posts included a video which was used on both Facebook and Twitter to generate interest in the consultation and raise awareness of the events being held. This video was viewed over 2,500 times across a number of posts.



34 Facebook and Twitter posts



291,100 - Total Twitter reach



66,500 - Total Facebook reach



530 - click throughs to EDC website



148 - likes, shares, comments

Press release

The Council produced a press release on the consultation which was also advertised on the Council website. The Milngavie & Bearsden Herald and the Kirkintilloch Herald both ran stories on the Transport Options Report prior to the consultation period beginning.

Elected Members

Details of the consultation process were sent directly to Elected Members. Many Elected Members passed on details of the consultation to their constituents through a number of methods.

Newsletter

The Land Planning Policy Team's newsletter was distributed in December 2018 which included details of the consultation and the process for refreshing the Local Transport Strategy. A further newsletter was distributed in January 2019 with a reminder of the consultation deadline. This newsletter is distributed via email and is sent to a wide range of stakeholders including local residents, key agencies, developers and consultancies. The newsletter can be accessed at the following link: <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/newsletter>.

Leaflet

The Council produced a large number of leaflets which included details of the consultation including the time and location of the drop-in sessions. This leaflet was widely distributed at consultation events (see section 4 below) and to Community Hubs, libraries, leisure centres, local businesses, community councils and on street distribution in town centres.

Have your say on the Transport Options Report

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

Online survey available from 3 December!
www.eastdunbarton.gov.uk/transport-options-report

Consultation period
3 December 2018 – 11 February 2019

East Dunbartonshire's Local Transport Strategy is being refreshed and the first stage is the Transport Options Report - which sets out opportunities for active travel, public transport, roads and parking.

The report includes options for the whole of East Dunbartonshire, as well as specific community areas. You can deliver your views in a number of ways including through an online survey and at drop-in sessions:

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

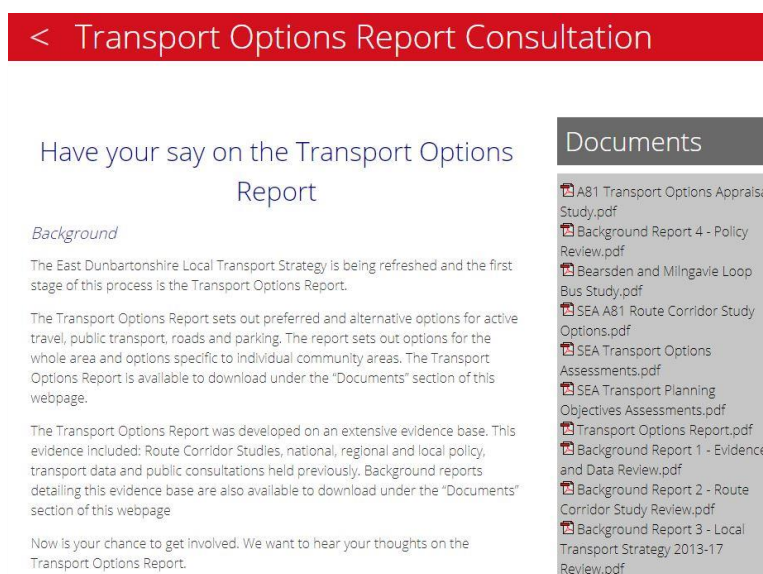
Visit www.eastdunbarton.gov.uk/transport-options-report from 3 December onwards to view the Transport Options Report and booklets for each community area. The online survey is available on the webpage. Alternatively, copies of the documents are available at Council offices, community hubs and libraries, and comments can be posted to: Land Planning Policy Team, East Dunbartonshire Council, Southbank House, 1 Strathkelvin Place, Kirkintilloch G66 1XQ

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

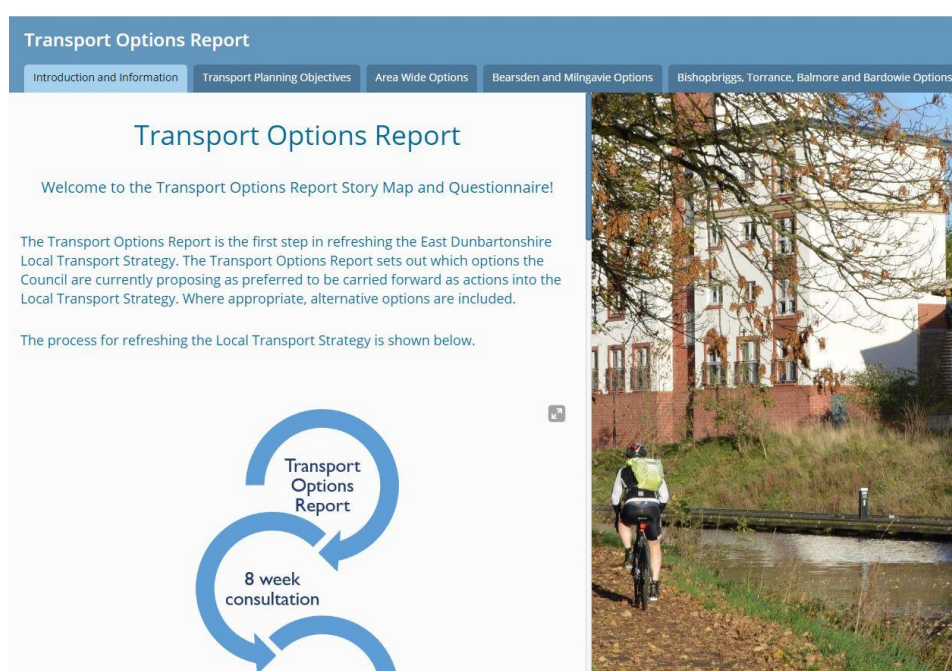
 **East Dunbartonshire Council**
www.eastdunbarton.gov.uk

Website

A consultation web page was created for the Transport Options Report and can be viewed in the Council's consultation archive at: <https://www.eastdunbarton.gov.uk/council/consultations/consultation-archive/transport-options-report-consultation>. This web page included all of the documents associated with the Transport Options Report. This included the Transport Options Report itself, background reports and studies, Strategic Environmental Assessment of the Report and associated Council documents.



The web page also included a link to a bespoke Story Map which was created for the Transport Options Report. A Story Map is an application that allows the user to combine text, images and maps into an easy read format. This Story Map included a summary of the Transport Options Report, pictures, and maps. A questionnaire was embedded into the Story Map. The aim of this was to allow users the opportunity to view a summary of the information while completing the questionnaire at the same time. The Story Map was viewed over 1,200 times.

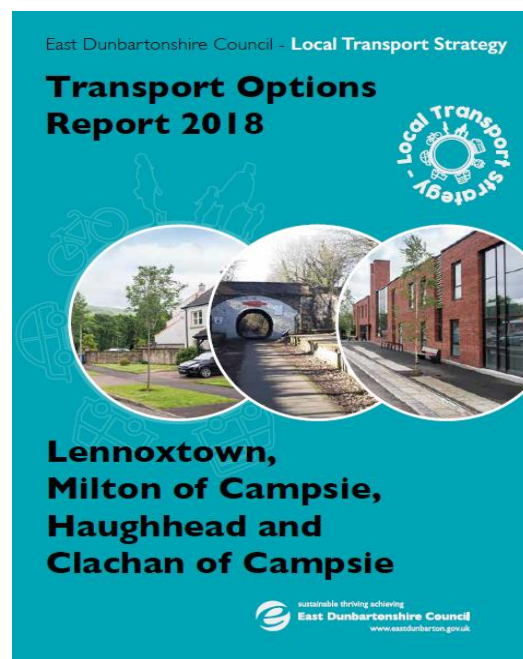
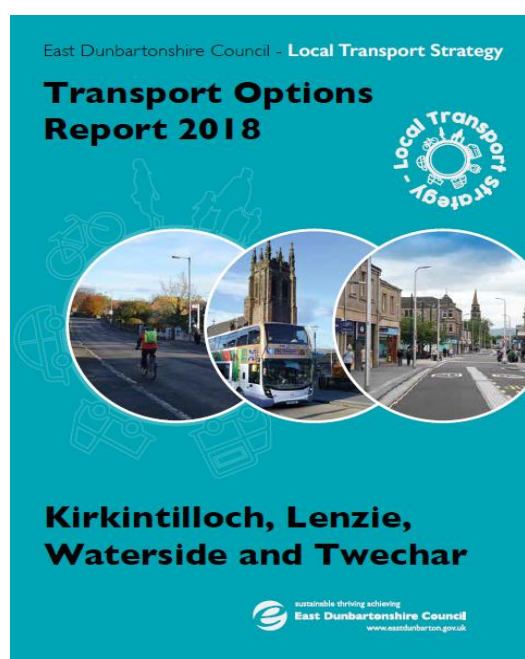
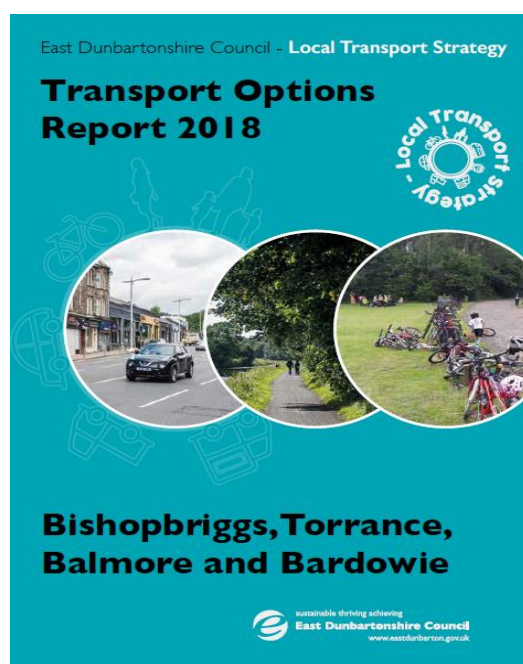
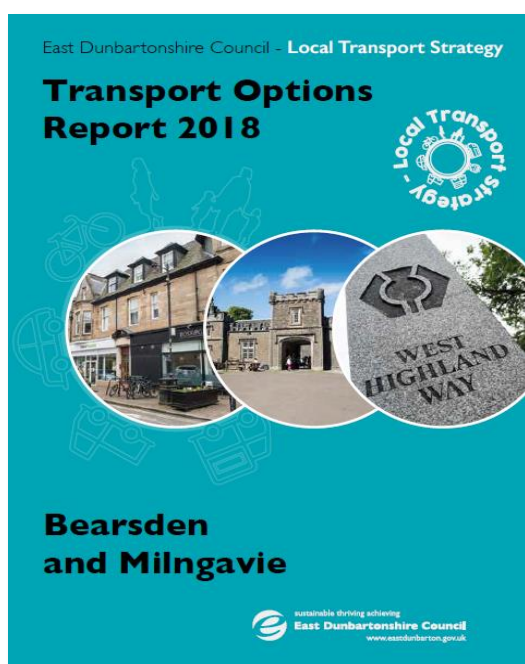


Community Booklets

Booklets were produced for each community area as identified in the East Dunbartonshire Local Development Plan. The community areas are:

- Bearsden and Milngavie
- Bishopbriggs, Torrance Balmore and Bardowie
- Kirkintilloch, Lenzie, Waterside and Twechar
- Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie.

The community booklets summarised the contents of the Transport Options Report into small readable booklets which focussed on the options for the individual areas. These booklets were distributed at consultation events (see section 4 below) and to Community Hubs, libraries, local businesses and community councils.



Contact with stakeholders

The Council contacted a large number of stakeholders intended to raise awareness of the consultation and to ensure the Council receive comments and responses from them at this stage of the Local Transport Strategy process. In addition to emailing, Council officers met with key agencies Transport Scotland and Strathclyde Partnership for Transport (SPT) to discuss the contents of the Transport Options Report further. Other stakeholders were also offered the opportunity of attending a stakeholder's workshop. From this invite, meetings were held with GoBike Glasgow and a representative of East Dunbartonshire Visually Impaired Peoples Forum.

All Community Councils were contacted by Council officers and were offered a visit from officers responsible for the Local Transport Strategy to provide a presentation and question and answer session. Further details of the Community Council meetings that officers attended are available in section 3 of this report.



4. Engagement Methods

A range of methods were used to engage with communities and stakeholders on the Transport Options Report. This included:

- **Community Council meetings**
- **Community drop-in sessions**
- **Online questionnaire**
- **Email responses**
- **Meeting with key stakeholders**
- **Work with schools**

Further details of these methods are listed below including their purpose, details of what took place and who was engaged.

Community Council meetings

Council officers extended an offer to all Community Councils for an officer to attend one of their meetings to provide a presentation on the Transport Options Report and answer any questions members may have. A large number of Community Councils invited officers along and more details of these meetings are included in the table below.

Community Council meetings attended by officers promoting the Transport Options Report

Community Council	Date	Approximate number of people in attendance	Local topics of discussion
Lenzie	21 November 2018	10	Lenzie station project, Lenzie – Bishopbriggs route
Bearsden West	28 November 2018	40	Allander rail station, Milngavie rail line, Car parking at Bearsden Cross
Milngavie	5 December 2018	25	Signage to Mugdock, local residential loop bus, Allander rail station, cycle links around Mains Estate, driving links to Glasgow and Edinburgh, new development, active travel to Clober Primary, cycling in the precinct, older peoples housing, electric vehicle parking, high road speeds.

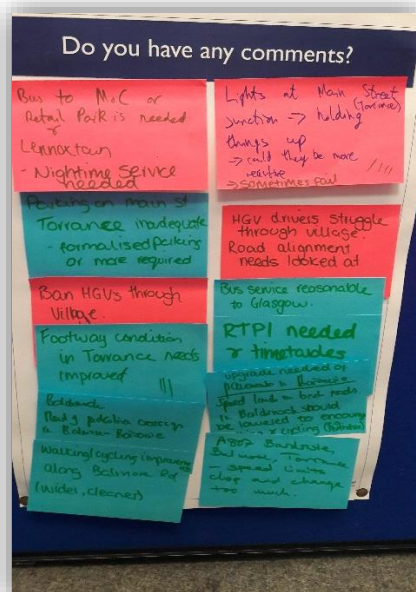
Community Council	Date	Approximate number of people in attendance	Local topics of discussion
Torrance	11 December 2018	10	Bus routes through Torrance, active travel including footway conditions in Torrance, the Local Development Plan.
Bearsden East	9 January 2019	15	Allander rail station, Milngavie rail line, Bears Way, car parking at rail stations, bus stop conditions, street lighting conditions, road sign conditions, the Local Development Plan and green belt
Kirkintilloch (1)	21 January 2019	20	Local bus services, local consultation, gritting priorities at primary schools and surrounding paths.
Kirkintilloch (2)	17 June 2019	30	This meeting was organised by the Community Council to assess key themes for travel in Kirkintilloch
Campsie	11 February 2019	20	Lack of bus provision to Bishopbriggs and health care. Price of bus travel is high, walking and cycling maps are fantastic

Community drop-in sessions

The Council organised a number of community drop-in sessions across the authority area. The drop-in sessions were an opportunity for members of the public to come and hear more detail regarding the Local Transport Strategy and the contents of the Transport Options Report. It also provided the Council with an opportunity to raise awareness of the consultation. The drop-in sessions were held in venues expected to have the highest footfall in their respective communities.

This allowed officers an opportunity to distribute advertisement materials to passers-by in addition to speaking to the visitors of the drop-in session. A number of community groups attended these sessions to gather information and to raise some local concerns regarding transport.

Details of where the drop-in sessions were held and estimates of how many engaged at each event are detailed in the Table below.



Where?	When?	Approximate number of people who had discussions with officers
Kirkintilloch Leisure Centre	Tuesday 4 December – 3pm-7pm	20
The Leisuredrome, Bishopbriggs	Thursday 6 December – 3pm-7pm	25
Caldwell Halls, Torrance	Thursday 13 December – 2.30pm-5.30pm	15
Fraser Centre, Milngavie	Monday 17 December – 3pm-7pm	60
Lennoxtown Community Hub	Monday 7 January – 3pm-7pm	15

Where?	When?	Approximate number of people who had discussions with officers
Lenzie Union Church Hall	Tuesday 8 January – 3pm-6pm	5
Twechar Healthy Living & Enterprise Centre	Tuesday 15 January – noon-3pm	20
Bearsden Community Hub	Monday 21 January – 3pm-7pm	120
		TOTAL: 280



Questionnaire

Transport Options Report

Welcome	Who are you responding on behalf of?	Individual Response Details	Information about you	Organisation Response Details
Transport Priorities and Objectives	Area Wide Transport Options	Bearsden & Milngavie Transport Options	Bishopbriggs, Torrance, Balmore and Bardowie	
Kirkintilloch, Lenzie, Waterside and Twechar	Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie		General Comments	Complete

Please use this survey to respond to this consultation on the Transport Options Report. The survey has been split in to a number of sections which are listed below. Please complete as many sections as you would like.

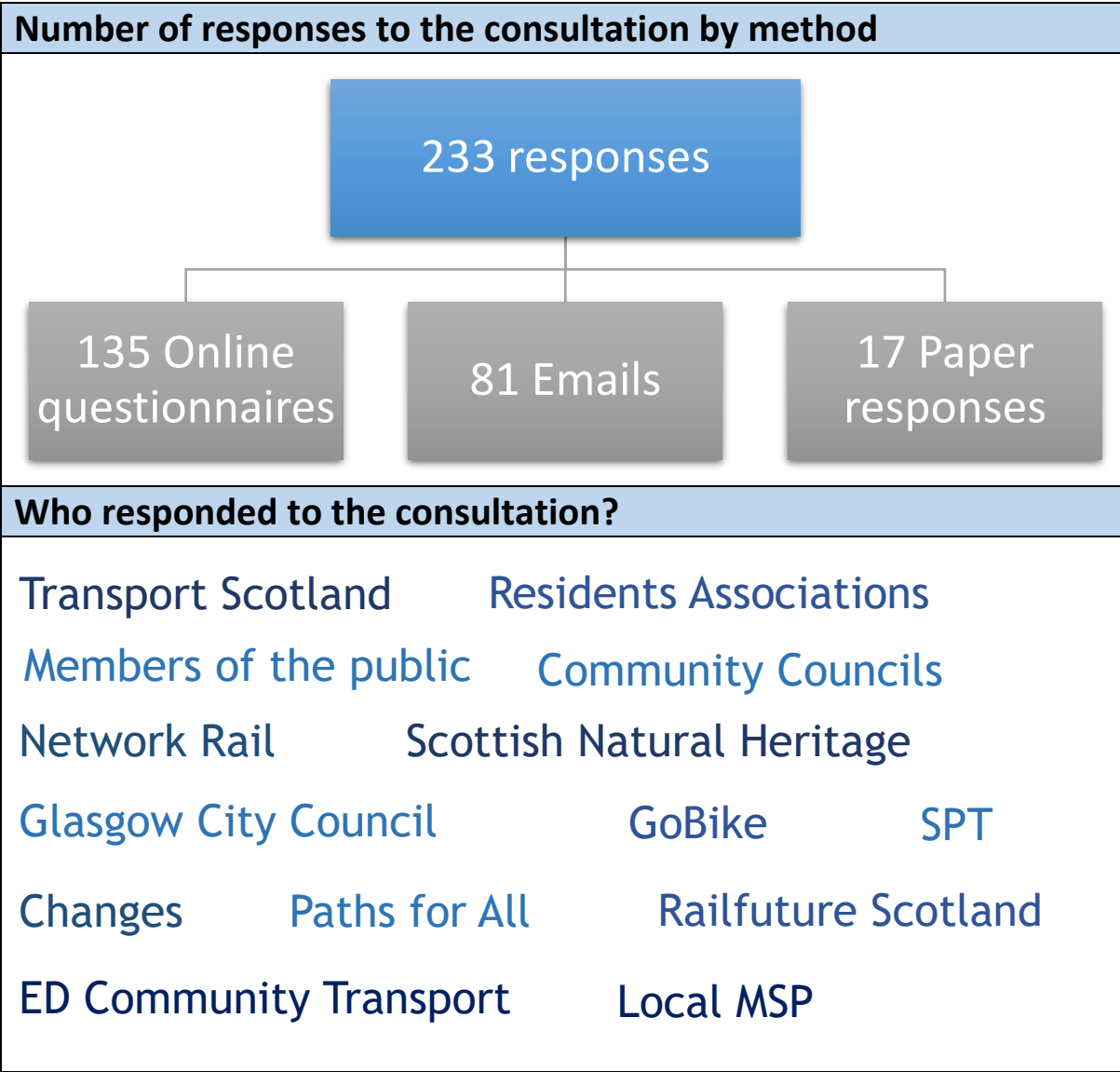
The online questionnaire was built into the Transport Options Report Story Map. The questionnaire was split into sections which allowed residents of each location an opportunity to comment on their own home town. The link to the questionnaire was included on the consultation webpage which was

advertised through the publicity methods detailed in Section 3 of this report. Paper copies of the questionnaire were also available to be picked up from hubs and libraries

Email responses

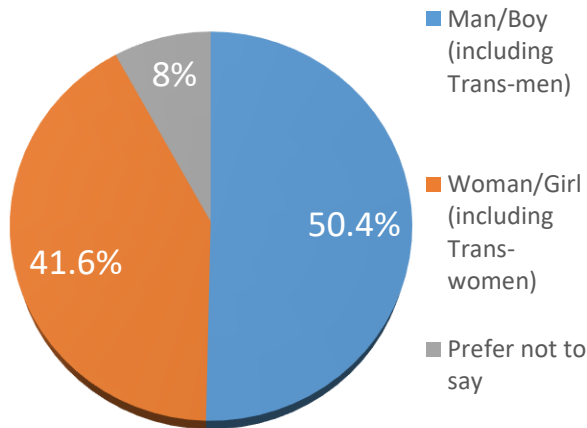
The Council received a number of email responses for the Transport Options Report. These were recorded as formal responses and were taken into account as part of the consultation.

Summary of consultation responses

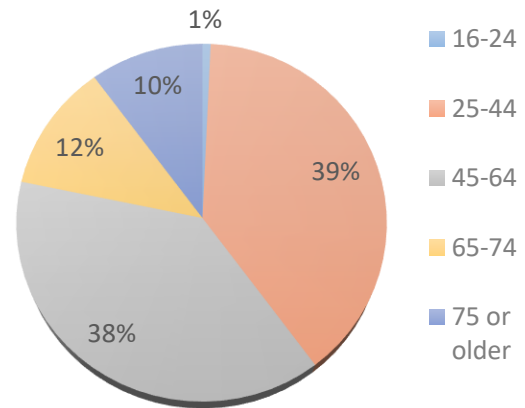


Who responded to the questionnaire?

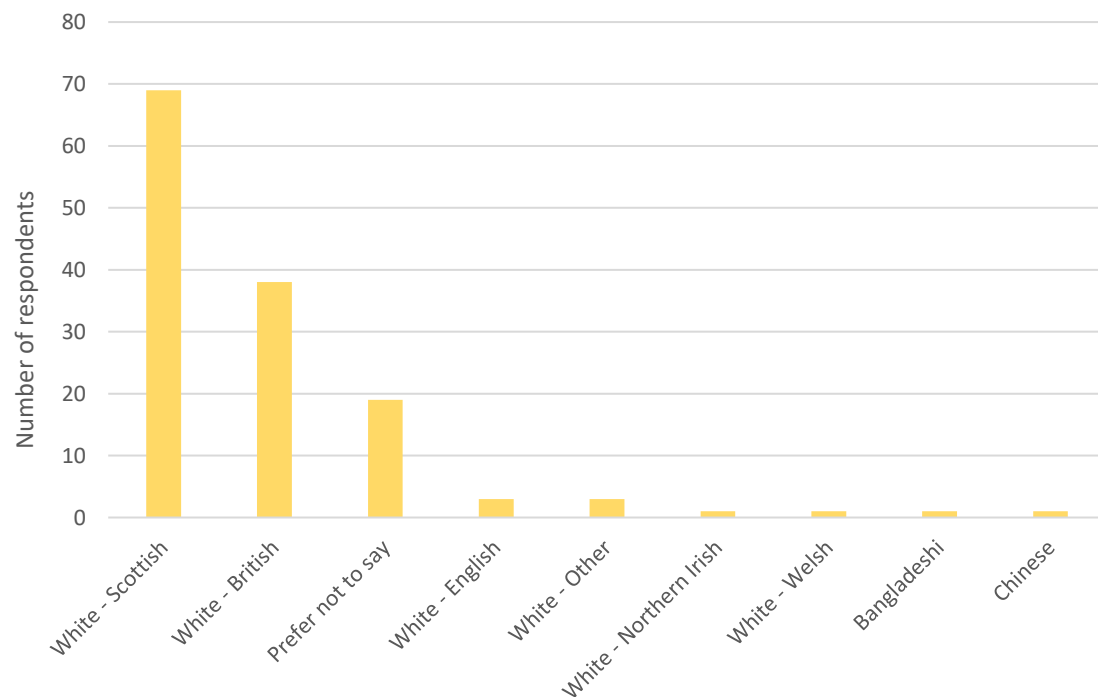
Gender of respondents



Age of respondents



Ethnic background of respondents



Meeting with key stakeholders

As part of this consultation, Council officers engaged and met with several key stakeholders to discuss the Transport Options Report and the future direction of the Local Transport Strategy.



Schools

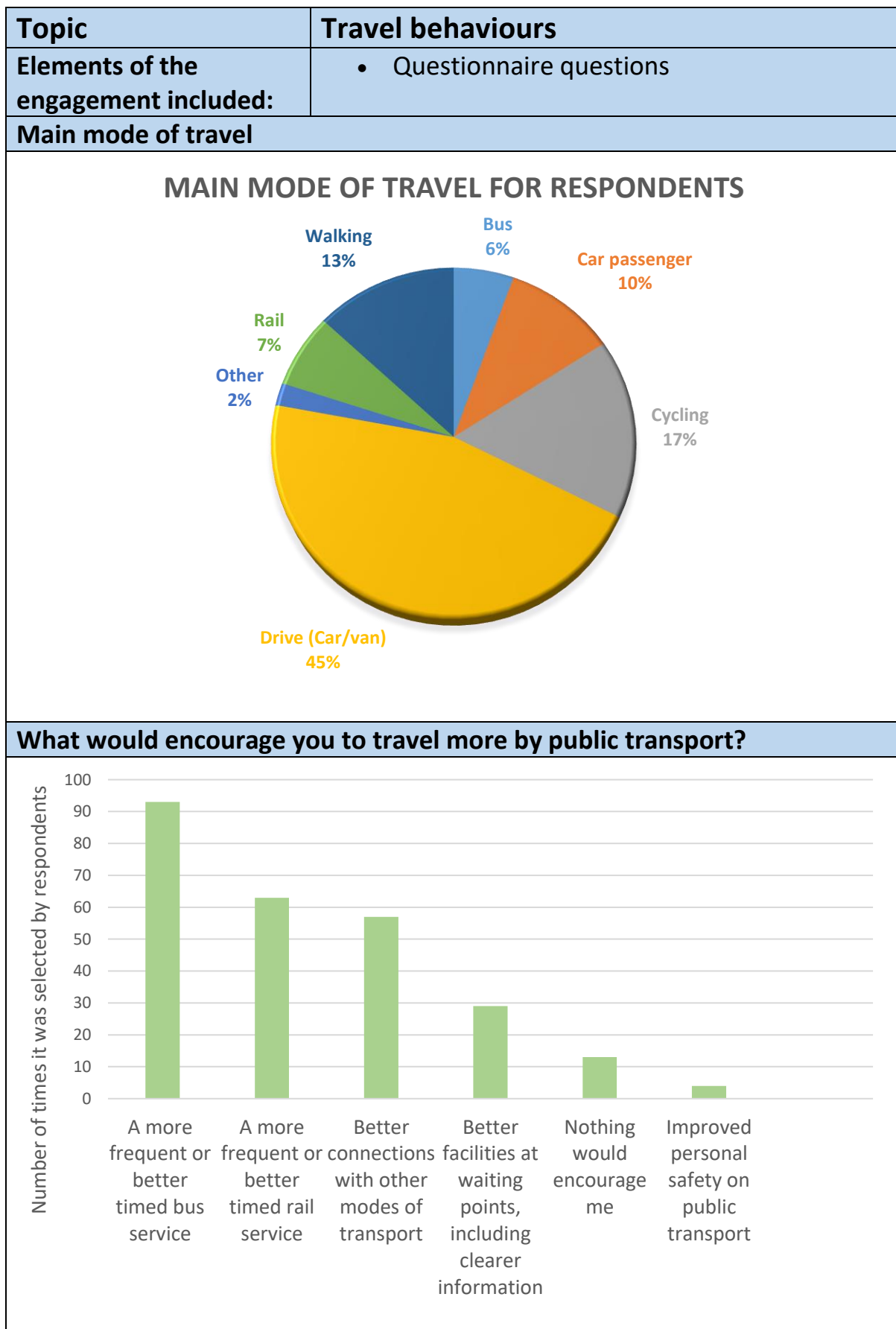
The Council engaged with local schools by organising an East Dunbartonshire Planning and Transport Conference, held in Turnbull High School on 21 March 2019. This brought together young people from three secondary schools: Turnbull High School, St.Ninian's High School and Douglas Academy. The pupils from S1-S3 took part in a series of group work exercises based on the themes of planning and transport including an opportunity for them to rate the options included in the Transport Options Report as well as take the role of a Transport Planner and develop their own ideas for improving transport in East Dunbartonshire and beyond. It is hoped that following the success of this event, further engagement with the schools will allow the young people to follow the development of the Local Transport Strategy.



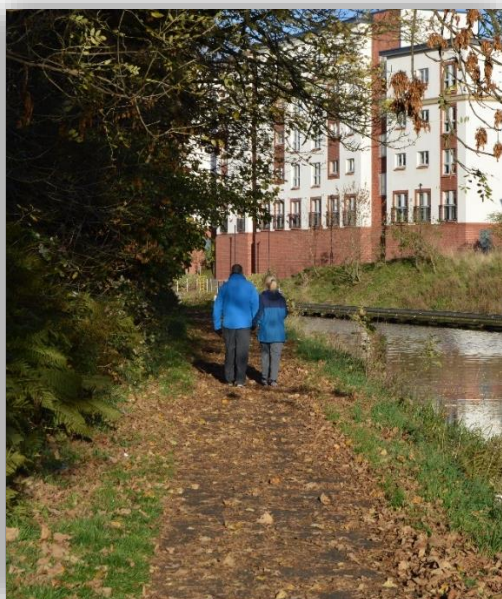
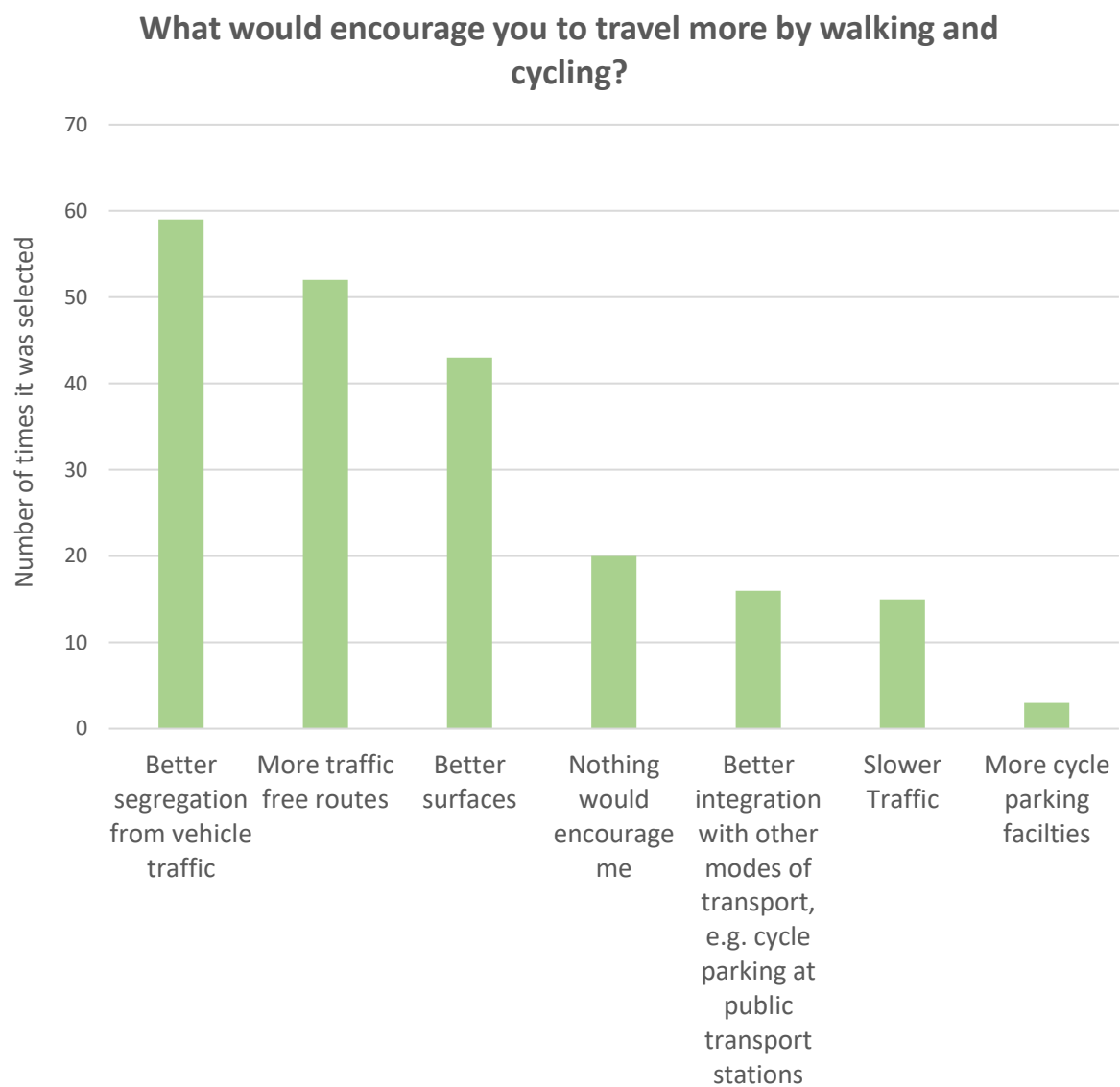
5. Engagement Findings

The following pages provide the findings from the range of consultation methods by topic.

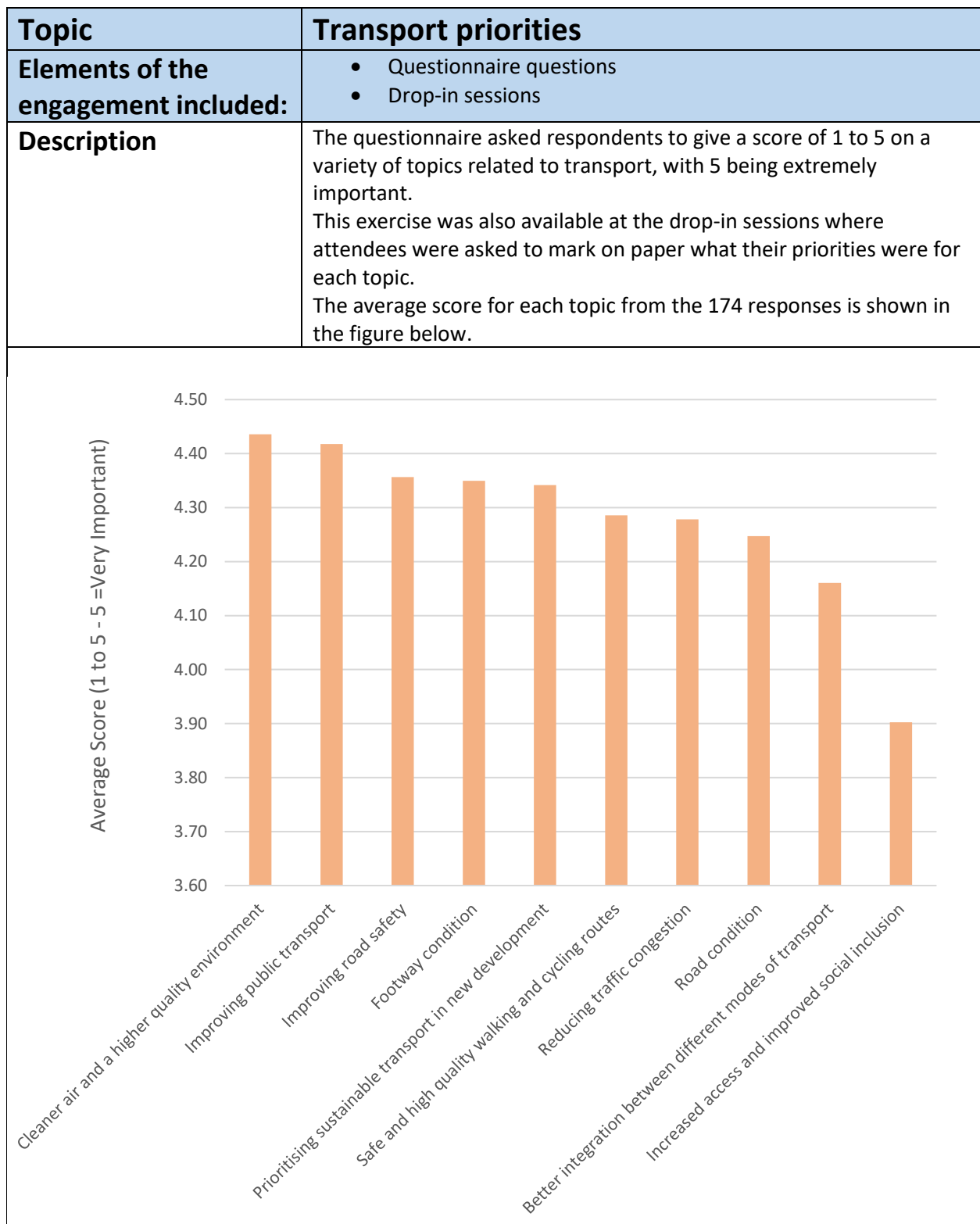
5.1 Travel Behaviours



What would encourage you to travel more by walking and cycling?



5.2 Transport Priorities



5.3 Transport Planning Objectives

Topic	Transport Planning Objectives														
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop In posters • Schools 														
Body or person(s) submitting comments on the topic:															
<ul style="list-style-type: none"> • 180 individual responses through the questionnaire and drop-in sessions • Glasgow City Council • Mains Estate Residents Association • Ross Greer MSP • Scottish Natural Heritage 															
Summary of the comments:															
<p style="text-align: center;">Transport Planning Objectives Acceptability</p> <table border="1"> <thead> <tr> <th>Objective</th> <th>Average Score (1 to 5 = Strongly agree)</th> </tr> </thead> <tbody> <tr> <td>1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips</td> <td>4.18</td> </tr> <tr> <td>2. Reducing inequalities by providing high quality access for all</td> <td>4.08</td> </tr> <tr> <td>3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire</td> <td>3.85</td> </tr> <tr> <td>4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities</td> <td>3.88</td> </tr> <tr> <td>5. Improving health by increasing walking and cycling rates</td> <td>4.00</td> </tr> <tr> <td>6. Improve safety on all modes of transport</td> <td>4.25</td> </tr> </tbody> </table> <p>Each respondent of the questionnaire (online and postal) was asked to rank each Transport Planning Objective based on how much they agreed with it on a scale of 1 to 5 with 1 being “Strongly Disagree” and 5 being “Strongly Agree”. This exercise was also available at the drop-in sessions where attendees were asked to mark on paper between 1 and 5 for each Transport Planning Objective.</p> <p>As the figure above shows, the average rankings for the Objectives varied from 3.85 (TPO 3) to 4.25 (TPO 6). Given the grading went from 1 to 5, this shows a general level of support for the Objectives from the 180 responses received through the questionnaire and at the drop-in sessions.</p> <p>There were 2 written comments on the Objectives from members of the public. While agreeing the TPOs were creditable, it was raised that they focused too much on ‘person movement’. In reference to TPO 4, it was raised that sustainable economic growth must not lead to increased vehicle use otherwise it is not sustainable.</p>		Objective	Average Score (1 to 5 = Strongly agree)	1. Increasing modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips	4.18	2. Reducing inequalities by providing high quality access for all	4.08	3. Reducing emissions through reduced vehicle mileage in East Dunbartonshire	3.85	4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities	3.88	5. Improving health by increasing walking and cycling rates	4.00	6. Improve safety on all modes of transport	4.25
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4. Facilitating sustainable economic growth by improving connections across our boundaries and between our communities	3.88														
5. Improving health by increasing walking and cycling rates	4.00														
6. Improve safety on all modes of transport	4.25														

Strathclyde Partnership for Transport (SPT) strongly agreed with all of the Transport Planning Objectives

Ross Greer MSP agreed the Transport Planning Objectives reflected the necessary priorities well.

Scottish Natural Heritage welcomed the emphasis on the objectives that aimed to reduce vehicle mileage and encourage a shift to more sustainable and active modes of travel.

Glasgow City Council acknowledged and supported the 6 Transport Planning Objectives with specific support given to TPO 4 which focuses on connections across boundaries, given there is a significant level of cross boundary commuters travelling to/from East Dunbartonshire and Glasgow.

In relation to TPO3, Mains Estate Residents Association (MERA) indicated that there are occasions where people rely on using a vehicle to get about, e.g. older people require them to remain independent, and families require to use them to get to school/work. MERA noted that the use of electric vehicles is expected to rise and supported investment in more charging points.

In relation to TPO5, MERA noted that whilst it is good to promote being healthy, East Dunbartonshire is one of the healthiest places to live in Scotland. MERA noted that there is an ageing population and it is important for the older generation to remain independent by being able to drive and park close to facilities. MERA also noted that cycling is not the only way to keep fit and stated that cycling on congested roads poses a health risk from exercising in polluted air. MERA suggested the policy should focus on off-road cycle paths rather than on-road.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was raised that there is a need to ensure that facilitating and supporting economic activity specifically recognises the need to accommodate the movement of goods.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Given the general positive response the TPOs received throughout the consultation period, the Council will continue to use these objectives and will be carried forward to the draft Local Transport Strategy.

Area Wide



5.4 Active Travel

Topic	Area Wide – Active Travel
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none">• Over 30 individual comments from members of the public• Changes – Advocacy Group• Glasgow City Council• GoBike• Lenzie Community Council• Paths for All• Scottish Natural Heritage• SPT	
Summary of the comments:	
Comments on the Active Travel Strategy	
Action Point	Summary of comments
1.13 - East Dunbartonshire Loop	There was support for this action and general improvements for East-West connectivity from a number of individuals as well as Scottish Natural Heritage (SNH). It was noted that this would provide an attractive route throughout East Dunbartonshire and would encourage uptake in walking and cycling as well as providing economic benefits to communities. SNH noted it should be a high priority and would complement plans for modal shift from the car to reduce emissions
1.14 – Improve access by active travel to green network/open spaces	SNH welcomed this action but also suggested this should be part of wider work to increase active travel links across East Dunbartonshire which looks at all trip generators including town centres and business parks.
2.1 Ensure all primary and secondary schools provide school travel plan or active travel co-ordinator	GoBike commented that the Active Travel Coordinator should be leading on organising walking and cycling groups to school.
2.6 - Minimal car access to all new build schools	There was a comment indicating that it would be preferable to encourage more people to travel actively by providing attractive alternatives rather than force people out of their cars. SNH suggested there should also be better cycle storage and links to these buildings to reduce car travel.
2.7 - Provision of funded personnel to deliver school travel plans and implementation of actions	There was a comment suggesting that this was not the best use of funds and it would be better to have active travel built into the ethos and culture of schools through identified champions. It was also noted that their needs to be reliable and safe alternatives to translate into wider behaviour change to active travel.
General comments on Area Wide Active Travel	

Support:

The majority of the comments related to active travel in this section were supportive of initiatives that increase opportunities for walking and cycling. Several comments urged the Council to prioritise active travel due to current travel patterns in East Dunbartonshire not being sustainable and damaging to people's health. SNH, GoBike, and Paths for All all expressed support for increasing the levels of active travel in East Dunbartonshire. Paths for All provided details of positive impacts of active travel including; reduced congestion, reduced air pollution, higher quality public realm and better physical, mental and social health.

Infrastructure:

Many of the responses received on this topic commented that in order to improve participation levels of active travel, the provision of infrastructure must be improved. This included a number of comments that suggested that segregated cycle lanes should be provided on main routes to ensure the safety of cyclists.

Schools:

There was several comments highlighting the importance of children being able to walk and cycle to school. It was noted that there needs to be safe provisions in place to allow this to happen. It was noted that increasing the levels of children walking and cycling to school can reduce congestion and pollution on the streets around schools which will make it safer and healthier for the children as well as having a more aware next generation. It was also noted that schools should be located close to centres of population and well maintained active travel routes.

Maintenance:

Some issues with the maintenance of walking and cycling routes were raised. This included cycling on roads with potholes, poor quality patches and uneven pavements and walking surfaces. Poor surfaces and bins/street furniture was also raised as an issue for accessibility by the Changes advocacy group.

Negative:

Some comments were not supportive of the prominence, in their opinion, active travel had received in the report. It was noted that cyclists cause vehicles to be delayed and this increases pollution. Other responses suggested the inclusion of the active travel actions was "tokenism". The comments noted that the vast majority of households in the area would not shift away from the car and that planning must be based on reality rather than tokenism.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was suggested by SPT and by a number of comments from individuals in other parts of this report, that in addition to the Active Travel Strategy actions/projects being taken into the LTS, the maintenance of active travel facilities should be included as an on-going action in the LTS.

It was also suggested by SPT, that it may be useful to include, as an area-wide option, the potential need to examine the issues and implementation of pavement parking policies.

It was requested by some respondents that walking and cycling should be referred to separately and should not be conflated by the active travel tag.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

In response to the request for the Local Transport Strategy to include further actions for active travel routes maintenance, the Active Travel Strategy 2015-2020 sets out an action (1.21 – Maintenance) which focuses on ensuring a high standard of maintenance of off road active travel routes is provided. This action will be carried forward to the draft Local Transport Strategy.

The Council also maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

5.5 Public Transport

Topic	Area Wide – Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:		
<ul style="list-style-type: none">• Over 50 individual comments from members of the public• Changes – Advocacy Group• Glasgow City Council• GoBike• Lenzie Community Council• Mains Estate Residents Association• Milngavie Community Council• Ross Greer MSP• SPT		
Summary of the comments:		
Comments on Transport Options 1-5 in TOR		
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether
1. Continue to deliver bus stop and shelter improvements across East Dunbartonshire in partnership with SPT	This option was generally welcomed. It was noted that some stops for travel towards the city remain very exposed to the weather. Mains Estate Residents Association and Ross Greer MSP expressed support for the option, with Ross Greer MSP stating this issue has been raised by his constituents.	Some responses suggested this option was irrelevant as people in this area do not use the bus, but instead money should be allocated to rail improvements. Milngavie Community Council indicated this option should be a low priority.
2. Deployment of Real Time Passenger Information (RTPI) systems across East Dunbartonshire	<p>There was general support for this option. Several individual responses indicated that the provision of RTPI is essential for making bus travel more convenient and reliable. Mains Estate Residents Association and Ross Greer MSP expressed support for this option. Milngavie Community Council also supported this option but noted it was of lower priority than other options. It was questioned if this technology could monitor performance of bus services.</p> <p>Glasgow City Council welcomed the improvements that EDC has delivered in partnership with SPT in particular the roll out of RTPI and the proposal</p>	It was again noted that this option was irrelevant as people in this area do not use the bus. A concern was raised with the cost effectiveness of this option given the rise in mobile apps.

	for bus hubs in Bishopbriggs / Auchinairn / Kirkintilloch / Lenzie.	
3. City Deal Bus Infrastructure Fund	This option was described as important as East Dunbartonshire should try and benefit more from City Deal. One comment in support noted that increased traffic was having a negative effect on health. Mains Estate Residents Association and Milngavie Community Council supported this option.	Similar to options 1 and 2, a couple of concerns were raised about the relevance of this option given the low use of bus in the area. It was raised that more attention needs to be given to accessibility.
4. Support greater synchronisation of bus and rail timetables at rail stations	<p>This option received general support from members of the public. It was noted that this was desperately needed. It was suggested that in addition to this option there should be joint tickets for bus/train. One comment suggested that it appeared to be a good idea but there are issues with the levels of congestion facing the buses coming from Glasgow which could affect their punctuality. Mains Estate Residents Association and Milngavie Community Council supported this option with MCC suggesting an integrated timetable would have the potential to reduce car use and parking provision.</p> <p>SPT commented that they recognise challenges of integrating timetables in this way but would continue to work with the Council and operators to support this option. It was suggested by SPT that the scope of this option could include promotion of existing integrated ticketing options (e.g. Zone Card) to improve multi-modal integration.</p>	<p>One comment again questioned the relevance of this option given the low use of bus in the area.</p> <p>One comment indicated they did not like this option as it is vague and it suggested a joining up of journeys.</p>
5. Edinburgh Glasgow Improvement Programme (EGIP)	<p>This option received some comments of support with it being suggested that EGIP has a great potential for achieving modal shift and would be the best option for mass public transport expansion. Mains Estate Residents Association supported this option</p> <p>Glasgow City Council suggested the Council could investigate further with Transport Scotland / SPT / North</p>	One comment suggested this option should be wider and support rail improvement programmes for the future, as it was noted that EGIP is almost complete.

	Lanarkshire Council the future delivery of the Croy turnback that was formerly included in the EGIP project but taken out due to the project cost overruns.	
General comments on Area Wide Public Transport		
Performance, frequency and coverage:		
<p>Issues were raised about the performance, frequency and coverage of public transport in East Dunbartonshire. It was indicated that current public transport is not reliable enough meaning that people opt for car travel instead. Support was expressed for a good reliable bus and rail service that follows their scheduled timetables. The frequency of public transport was criticised and it was noted that it currently isn't a realistic option for families travelling to/from school/work. It was raised that cross authority coverage by public transport is poor.</p>		
Price of travel:		
<p>Concerns were raised with the cost of public transport, with specific concerns raised about the cost of bus travel. It was indicated that reducing the cost of bus travel would be beneficial for lower paid workers.</p>		
Parking at rail stations:		
<p>It was expressed that more parking at rail stations was required, for use by commuters.</p>		
Other: A number of comments were received on a variety of topics:		
<p>Community transport was highlighted by East Dunbartonshire Community Transport as an important part of the overall transport mix as it would help improve access for all and reduce social isolation.</p>		
<p>It was suggested that more school buses could help relieve congestion at school opening and closing time.</p>		
<p>There were comments in support for greater investment in public transport from local and national government. There was also support for public transport to be prioritised ahead of delivering improvements to roads.</p>		
<p>Poor information regarding public transport was raised as an issue by the Changes advocacy group.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>It was formally requested that East Dunbartonshire promote a better cross Glasgow rail link with much better co-ordination and modal shift away from car use. It was suggested that south of the Clyde, East Kilbride, Kilmarnock and Barrhead along with intermediate station need to be connected to north Glasgow and stations to Stirling.</p>		
<p>GoBike suggested that East Dunbartonshire Council should be working with SPT for a publicly owned bus service, one that actively works to reduce pollution by providing cheap bus travel on the most heavily congested and polluted routes.</p>		

Response to findings – how findings are addressed in the Draft Local Transport Strategy
<p>For option 4, the action in the draft Local Transport Strategy will be wider to include integrating ticketing and timetables for public transport. The Council will work with SPT and operators to progress this action.</p> <p>The Council have been working in partnership with East Dunbartonshire Voluntary Action, East Dunbartonshire Health and Social Care Partnership and SPT to assess the community transport offering in East Dunbartonshire and how it can be improved. This will be carried forward as an action in the draft Local Transport Strategy.</p>

5.6 Roads

Topic		Area Wide – Roads	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• Over 100 individual comments from members of the public• Glasgow City Council• GoBike• Lenzie Community Council• Mains Estate Residents Association• Milngavie Community Council• Ross Greer MSP			
Summary of the comments:			
Comments on Transport Options 6-24 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
6. Investigate the feasibility of introducing a car club in East Dunbartonshire	Mains Estate Residents Association and Milngavie Community Council supported this option. Glasgow City Council note the take up for a car club may be limited due to existing high car ownership levels and relatively low density of housing. However, they went on to suggest a scheme may able to be kick-started by potentially using the cars for partial EDC use during the day.	In general, comments were not supportive of this option. The main reason for this was the lack of belief of justification for such a project, based on the assumption nobody would use it. It was also noted that making car use easier was in conflict to promoting active travel. It was suggested that bus service provision should be increased instead.	
7. Review of procedures and conditions of taxi firm licensing in East Dunbartonshire	It was noted that taxi standards are dropping and require addressing both in fare and quality to offer a better service in the future. Mains Estate Residents Association supported this option.	It was indicated that there is no reference to Uber, or the establishment of formalised taxi ranks. It was noted that a taxi rank is missing at Milngavie station.	
8. Vehicle idling enforcement	All comments received were in support of this option. It was noted that this is a particular problem at rail stations and Mains Estate Residents Association stated vehicle idling is a fairly big problem. Ross Greer MSP supported this option.		
9. Vehicle emissions testing	Mains Estate Residents Association supported this option.	Milngavie Community Council stated this option was a low priority. Other comments suggested that the MOT emission check was sufficient.	

10. Fleet replacement programme	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Other comments suggested that infrastructure maintenance should be prioritised and fleet vehicles should be replaced when required or when value for money dictates it best to replace.
11. Fuel efficient driver training	Mains Estate Residents Association and Ross Greer MSP supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Other comments questioned the value in the option and suggested that it was a waste of public funds. One comment also questioned the point of it and stated that if it was required it would call into question Council staff's attitudes and abilities.
12. Introduce ECO Stars Fleet recognition scheme for Council fleet, commercial HGVs, buses, coaches, vans and taxis operating in East Dunbartonshire	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. One other comment stated this sort of scheme should be national and run by government not Councils. It was requested that the focus was instead put on local infrastructure maintenance.
13. Promote EDC Liftshare scheme		Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. A concern was raised regarding the safety element and risk assessment of such a scheme. Another comment questioned the need for the scheme and stated that a 'cycle2work' scheme should be used instead.
14. Ongoing road maintenance	All comments received were in support of this option. It was noted that this should be a priority for the Council as the current road conditions are extremely poor. It was also stated that better roads are a top priority for	

	<p>making roads safe for cyclists and vehicles. Milngavie Community Council supported this option.</p> <p>It was requested by Ross Greer MSP and Mains Estate Residents Association as well as other individuals that greater emphasis is put on active travel maintenance, including footways and footpaths.</p>	
15. Respond to road defects in a timeous manner	<p>All comments received were in support of this option. Some comments expressed concern about 3rd party utility providers not reinstating roads to a high enough standard. It was also noted that the option should be restated with a focus on high quality. Milngavie Community Council commented that it was critical that road defects were repaired promptly for the safety of all road users and poor road condition is a barrier to active travel. Mains Estate Residents Association also supported the option.</p>	
16. Carry out a 'Pothole Blitz' programme	<p>There was general support for this option. There was a focus on the need to repair potholes to a high standard. There was a common theme of responses emphasising the dangers of potholes and poor road conditions to walkers and cyclists. This was also emphasised by Mains Estate Residents Association and Milngavie Community Council. It was also noted that they are damaging to cars.</p>	<p>Comments expressed concern about the state of roads in general and questioned the methods of patching up potholes. It was suggested that full width relaying would be a better solution.</p>
17. Provision of low-level cycle signals at traffic signals and at carriageway crossings where appropriate	<p>There was general support for this option including from Milngavie Community Council. Mains Estate Residents Association would support it provided there is evidence that expenditure on this option would encourage more people to cycle.</p>	<p>One comment suggested this was not required as cyclist's eye level is similar to motorists.</p>
18. Provision of Advanced Stop Lines (ASLs) with lead-in cycle lanes at signal controlled	<p>Comments in support of this option included safety reasons and encouraging more people to cycle. Again, Mains Estate Residents Association would support it provided there is evidence that expenditure on this option would encourage more people to cycle.</p>	<p>The comments expressed concern that ASLs encourage cyclists to undertake vehicles which can be dangerous for cyclists and can cause significant disruption to traffic movement. Enforcement of the use of ASLs was also questioned and it was noted that vehicle drivers stopping in</p>

junctions where appropriate		these areas could receive a £100 fine and 3 points on their driving licence.
19. Continue to support trunk road improvements outwith the EDC area and highlight benefits to East Dunbartonshire residents	One comment suggested they would support this option but it should also include major road improvements within East Dunbartonshire. Mains Estate Residents Association supported this option.	It was stated that trunk roads were for Transport Scotland to address and the Council should not be involved. One comment suggested this option showed an obvious inconsistency between the different parts of the authority. It was noted that Bishopbriggs and Kirkintilloch have direct access to the motorway but Bearsden and Milngavie relied on other routes through Glasgow to gain access to the motorway.
20. Promote road safety through schools	The comments in support of this option emphasised the importance of road and cycle safety. It was also emphasised that this option must be matched with infrastructure commitments to enable children to walk and cycle safely to school. Ross Greer MSP, Mains Estate Residents Association and Milngavie Community Council supported this option.	One comment suggested that the Council should be much tougher on people who don't drive safely around schools. There was also a concern about parking around schools and this was putting children's safety at risk. One comment suggested signage is a novelty with no useful effect and it was also unfair to put responsibility of road safety onto children instead of drivers.
21. Establish a pool bike scheme for EDC employees	Mains Estate Residents Association supported this option.	Milngavie Community Council did not feel that actions for EDC as an employer should be included in the Local Transport Strategy. Some comments suggested money would be better spent on offering a cycle to work scheme rather than the pool bike scheme.
22. Electronic information signs to warn drivers of delays, accidents or closures	Mains Estate Residents Association supported this option. One comment suggested all travellers and not just drivers should be warned.	Milngavie Community Council regarded this option as a low priority. One comment suggested it was not necessary and efforts should be focussed on infrastructure maintenance.
23. Continue to roll out Urban Traffic Control (UTC) systems, such as SCOOT, to improve traffic management	Milngavie Community Council supported the roll out of these systems to improve the flow of vehicle traffic across East Dunbartonshire. Other comments suggested SCOOT is proven to work and UTC systems should be applied to B roads as well.	One comment suggested MOVA is well established and works well. Mains Estate Residents Association would not currently support further progression of SCOOT unless it is made more reliable. They described past issues that have occurred in Milngavie.
24. Road options to	Comments in support of this option included support for 20mph zones. It	The comments which did not support this option were based on a couple of

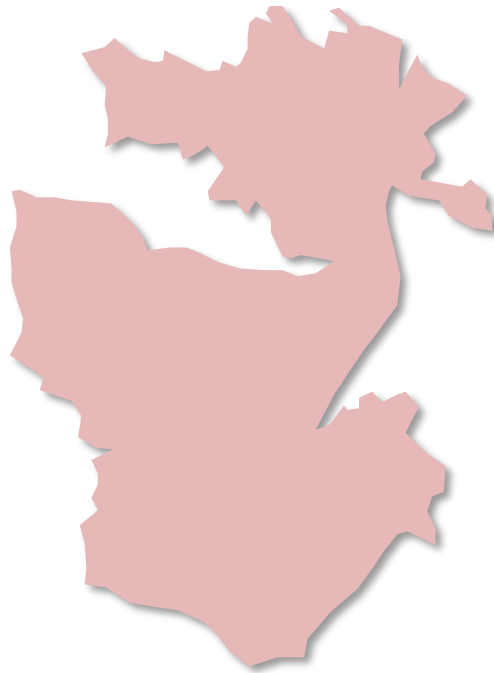
enforce/reduce speeds and enhance appeal of sustainable travel	was noted that speeding is rife in the area and there is no enforcement. It was also noted that segregated routes would enhance the appeal of active travel.	issues. Road narrowing was highlighted as an issue, including by Mains Estate Residents Association, who did not support this option. The introduction of 20mph zones was not supported along the A81 and A803 corridors, which was the alternative option for Option 24. Milngavie Community Council did not support this but could support 20mph zones in residential areas and routes outwith the main corridors.
General comments on Area Wide Roads		
<p>Active Travel:</p> <p>A number of responses suggested that active travel should be prioritised to reduce the congestion and traffic experienced on roads in East Dunbartonshire.</p> <p>Road speeds:</p> <p>The issues of road speeds and 20mph zones, especially around schools was raised. Ross Greer MSP highlighted the Restricted Roads (20mph Speed Limit) (Scotland) Bill that is currently going through the legislative process.</p> <p>Other: A number of comments were received on a variety of topics.</p> <p>There was a suggestion of major road development that was required to link up the authority.</p> <p>A concern was raised about planning and the impact new development could have on road safety.</p> <p>Congestion on roads was raised as a concern and suggestions were made regarding car pools and bus lanes to reduce this congestion and promote the use of public transport.</p> <p>The lack of mention of motorcycles and scooters in reducing traffic congestion was raised as an issue.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
In terms of the road maintenance options: SPT, Ross Greer MSP, Mains Estate Residents Association, Milngavie Community Council and members of the public requested that greater emphasis is put on the maintenance of active travel routes and footways in the Draft LTS Action Plan.		
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
The road maintenance options have been amended to provide greater description of what the Council will do to maintain the roads and footways in line with the Roads Asset Management Plan.		

5.7 Parking

Topic	Area Wide - Parking	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:		
<ul style="list-style-type: none">• Over 40 individual comments from members of the public• Changes – Advocacy Group• Glasgow City Council• GoBike• Mains Estate Residents Association• Milngavie Community Council		
Summary of the comments:		
Comments on Transport Options 25 and 26 in TOR		
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether
25. Assess and improve the current availability of electric vehicle charging infrastructure within East Dunbartonshire	Mains Estate Residents Association and Milngavie Community Council supported this option. It was also commented that the rate of installing electric vehicle charging points in Bearsden and Milngavie is too slow.	Some comments were received which did not support this option. Reasons for this included the cost to the Council of installing the charge points. A concern was also raised about this option encouraging people to drive and be able to park and get it charged as well. It was also suggested that future development of technologies such as Flow Batteries should be considered when planning future charge points.
26. Monitor and review the parking charges brought in at seven car parks within ED town centres	<p>The comments received in support of this option noted that the current parking charges discouraged all day car parking and car travel in general. Concerns regarding emissions and climate change were also included for reasons to support the current parking scheme. It was noted that there is ample free car parking space in town centres.</p> <p>GoBike noted that parking should not be free as it is an inefficient use of space.</p> <p>Mains Estate Residents Association supported parking charges in town centre car parks and supported reviewing it once monitoring has</p>	<p>Many comments were received in support of free parking being restored across the authority area.</p> <p>Reasons for this included:</p> <ul style="list-style-type: none">- knock on effect of parking on double yellow lines in town centres- reduction of footfall in town centre businesses- unwillingness to pay £1 to stop for 5-10 minutes- discourages use of local services- increased safety risk to school children,

	looked at its performance. It was noted by Mains Estate Residents Association that there have been some suggestions for some free parking time for limited periods at certain times.	Milngavie Community Council supported a review of the new parking charges as it believed since the loss of free parking, Milngavie was disproportionately affected and was no longer the destination of choice for a convenient visit.
General comments on Area Wide Parking		
<p>Glasgow City Council highlighted the Transport (Scotland) Bill and possible parking legislation that could be included in the bill.</p> <p>GoBike mentioned provision must be made for people making essential journeys by car and would expect provision of disabled spaces should reflect that for essential journeys only. GoBike also indicated that vehicles parked on street impede people cycling and make it hazardous for people crossing the road and delay buses.</p> <p>A concern was raised regarding parking around schools.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>It was requested that free parking is provided in the seven car parks that are currently charged in East Dunbartonshire.</p> <p>SPT suggested an area wide action should be added to examine the issues of pavement parking policies.</p> <p>Changes group, which is an East Dunbartonshire advocacy group supported by Independent Advocacy Provider, Ceartas, requested an end to pavement parking locally, including at dropped kerbs.</p>		
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
<p>Taking into account all of the responses that have been received on parking in this part of the consultation and in the individual community areas, an action will be carried forward to the draft Local Transport Strategy to develop A Parking Strategy for East Dunbartonshire. This Parking Strategy will set out the Council's policy on parking issues at key areas and locations including:</p> <ul style="list-style-type: none"> • Town Centres • Railway stations • Residential areas • Areas around schools <p>The Council will follow the progress of the Transport (Scotland) Bill closely to assess the implications for parking in East Dunbartonshire. Currently, the Bill includes legislative provision to prohibit pavement parking and double parking across the whole of Scotland. A Stage 2 amendment was also agreed to extend this prohibition to include parking adjacent to a dropped footway for the purpose of assisting pedestrians or cyclists to cross the carriageway.</p>		

Bearsden and Milngavie



5.8 Active Travel

Topic		Bearsden and Milngavie Active Travel	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• Over 180 individual comments from members of the public• Burnbrae Residents Association• GoBike• Mains Estate Residents Association• Milngavie Community Council• Mosshead Association• Ross Greer MSP• Scottish Natural Heritage			
Summary of the comments:			
Comments on Transport Option 27 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
27. Improved walking access to Mugdock Country Park	There were positive comments in response to this option. It was noted that Mugdock Country Park is a key leisure/recreational destination enhanced sustainable access would be welcome. Milngavie Community Council supported this option noting that this would be particularly desirable for Milngavie families with young children & promote the use of sustainable travel with the younger generation. Ross Greer MSP supported this option and stated this enhancement would be very welcome. Mains Estate Residents Association also supported this option and suggesting that consideration could be given to a seasonal bus service operating to Mugdock Country Park during the summer.	The need for this option was questioned and there was support for the alternative option of maintaining the current walking infrastructure in Milngavie. A key theme in the comments was that this is not a priority and there are existing links via the West Highland Way.	
General comments on Bearsden and Milngavie Active Travel			
Bears Way:			
There was considerable feedback throughout the consultation on the Bears Way segregated cycleway.			
Background			

The Bears Way is a segregated cycleway running from the Burnbrae roundabout to Hillfoot. Phase 1 was delivered in 2015 in partnership with Sustrans Scotland and SPT. In September 2016, at a meeting of the Council, it was decided not to progress with any options for Phase 2 of the Bears Way and progress on the project was halted. Prior to the Council decision, work had begun on a route corridor study for the A81 Bearsden-Milngavie-Glasgow corridor which followed the Scottish Transport Appraisal Guidance (STAG) methodology. The Bears Way was included in this STAG study as an option. The study concluded that extending the Bears Way through Phases 2 and 3 would result in a Benefit Cost Ratio of 1.90 (a medium value for money result). The preferred option resulting from the study was to expand the car park at Milngavie station by circa 106 spaces via decking. The Council therefore, included investigating the design and implementation requirements of the Milngavie car park option further as a 'preferred' option in the Transport Options Report. As the Bears Way option scored the next highest Benefit Cost Ratio in the STAG study, the Council decided to include this option in the Transport Options Report as an alternative to the Milngavie option.

This explains why the Bears Way was included as an 'alternative' option in the Public Transport section of the Transport Options Report. However, for the benefit of this Report of Consultation, the summary of the comments received on the Bears Way are included in this Active Travel section for Bearsden and Milngavie.

Summary

Over 100 individual comments were received on the issue of the Bears Way. There was a mix of views on this issue with approximately 60% of responses stating their support for progressing the project with the remaining number stating their objection to the project. The following sections summarise the points each group submitted as part of their comments.

Comments in support of extending the Bears Way (66)

The following list provides a summary of the comments received from members of the public:

- The Bears Way provides a relaxed, safe route
- The junctions at Bocclair and ASDA are currently dangerous for cyclists
- It would increase the number cycling to Glasgow
- It would encourage more people from Bearsden and Milngavie to cycle
- It would improve health
- There would be a reduction in emissions as current congestion levels are due to the ease of car travel.
- It would be good for the environment
- It would provide an enhanced quality of life
- It would promote modal shift
- Extending the Bears Way would encourage children to cycle
- It is currently unsafe for cyclists where Phase 1 starts/stops at Hillfoot
- The Council need to be brave and make the right decision
- The crossing points on route at Allander need to be safer
- It has been 2 years since the Council decision to halt progress so it should be reviewed

The following list provides a summary of the comments received from organisations/bodies:

- SPT did not feel that parking and Bears Way should be either/or options. SPT commented that there is scope to continue to promote and improve active travel to stations generally

as an option to reduce the need for additional parking at stations / relieve parking capacity problems. Additionally, specific to the Bears Way, although appreciating the design challenges, there would be benefits to extending the infrastructure to Hillfoot station

- Milngavie Community Council note that safety improvements brought by the Bears Way have demonstrated that road travel by cycling is an option for users of all ages and abilities. They have been contacted by members of the community who wish to see phase 2 of this project implemented and that investigation of routes to Garscube estate and beyond is desirable. They also note the increase in electric bikes and that this will increase the distance able to be covered by cyclists of lower ability.
- Ross Greer MSP stated that a “lack of commitment to revisit the Bears Way is disappointing. The way it has been left has resulted in local residents (supportive and opposed) feeling deeply frustrated. Not finishing the Bears Way is contradictory to the TOR TPOs. This project should be reconsidered, starting with intensive, quality consultation with local residents and clear communication from the council as to the rationale behind it.”
- Scottish Natural Heritage stated their disappointment at the inclusion of the Bears Way as an alternative and commented that not extending it seems to go against TPOs 3 and 5.
- GoBike support this stating it will give a great boost to active travel, both for East Dunbartonshire residents but also for anyone visiting. It will also attract people to use the West Highland Way and that once the route goes somewhere, more people will use it.

Comments against extending the Bears Way (40)

The following list provides a summary of the comments received from members of the public:

- Bears Way Phase 1 is very dangerous for cyclists and drivers
- Extending the Bears Way would not encourage more use
- The Bears Way inhibits the opportunity to have a peak hour bus lane
- It causes congestion and traffic chaos
- Drivers should have priority as cyclists don't pay road tax
- The Community do not support extending the Bears Way
- It reduces crucial parking
- Bears Way Phase 1 should be removed
- Bears Way creates longer journey times for cars
- It is an expensive option
- It causes buses to block the road
- It increases emissions due to restricted vehicle movements
- It is a vanity project
- There is currently low use by cyclists

The following list provides a summary of the comments received from organisations/bodies:

- Burnbrae Residents Association do not support extending phases 2 and 3. They instead support moving it off-road to follow the Scottish Water mains water wayleave through the residential developments.
- Mains Estate Residents Association do not support extending the Bears Way. They state it has made the A810/A809 even busier. The congestion could discourage visitors and people settling in the area. MERA have concerns about emergency vehicles access on the route. MERA support reviewing Bears Way Phase 1 including looking at an option for its removal.

- Mosshead Association state extending Bears Way would further restrict traffic flow on A81 resulting in yet more vehicles and pollution at Bearsden Cross.

Active Travel Strategy:

There were some queries regarding the progress being made on Active Travel Strategy actions 1.1 and 1.2 (enhancement of path and cycle network in Bearsden and Milngavie, respectively). There was a request for better maintenance of core paths especially to Craig Dhu, this is included in Action 1.1 of the Active Travel Strategy. It was queried why only Kirkintilloch and Milngavie were considered to be developed as Active Travel Towns (Action 1.11 in ATS) and what progress had been made on this action.

Mains Estate Residents Association proposed an off road route from Douglas Academy to Allander Sports Centre via Craigdhu School. An action to investigate the feasibility of such a route was included in Action 1.2 of the ATS. Milngavie Community Council and a number of individual members of the public supported this proposal from Mains Estate Residents Association.

Concerns about active travel:

Prioritising active travel was questioned by some of the responses. It was noted that there is an ageing population in Bearsden and Milngavie and there should be less of an emphasis on active travel as it is of little relevance to commuters in the area. It was also raised that it is not easy for families to walk or cycle to school and then for the parents to get to work on time.

Road users conflict:

One key theme in this section was concerns regarding road users of all modes using the same space safely. A large number of comments in this section related to walkers and cyclists having safety concerns due to road traffic. There were calls for greater priority for pedestrians and cyclists along main road routes and at key junctions. This included requests for more segregated cycle routes.

Some concern was raised regarding pedestrians and cyclists using the same space with pedestrians stating near misses with bikes at Milngavie Road and Milngavie precinct.

Schools:

There was support for improved access by walking and cycling to schools in this area, particularly primary schools. This was raised as an important issue as it can reduce childhood obesity, encourage active lifestyles and learn about healthy habits. Milngavie Community Council noted that Clober Primary School parents are compiling responses on what provisions they would like to see.

Surfaces/gritting:

It was suggested that better surfaces for pedestrians and cyclists should be maintained including gritting these areas in winter. The issue of tacks being maliciously put on the Bears Way was also raised.

Specific routes:

Mains Estate Residents Association put forward a proposal for an off-road cycle path from Douglas Academy to the A81, following: Mains Estate Park, along the west side of Hunter Road to the Craighdu wedge via crossing on Craighdu Road and through Prestonfield. One member of the public had expressed an interest in a segregated route along Hunter Road. This received some interest at drop-in sessions as concerns were raised about this due to reduced road space for vehicles. Several responses supported MERAs proposal for the off-road cycle route. Milngavie Community Council supported this proposal while recognising there are difficulties with the scheme, such as the T junction at Castle Mains Road and the land required for an off-road cycle lane. One comment stated there was no need for such a new path.

Other suggestions for routes included:

- Realigning Bocclair road and whilst doing so provide a cycle path from Kessington to Dobbies/Langbank to provide access to Baldernock
- Upgrade Auchenhowie Road footway to cycle path
- Upgrade Allander footpath east of railway to cycle path
- Build additional cycle paths reaching Torrance, Kirkintilloch and Bishopbriggs
- Segregated cycle path on Switchback Road

More routes:

There was support for more safe walking and cycling routes in the area in order to attract people to shift to more sustainable modes. It was suggested that more could be done to create shared use pavements for walkers and cyclists. GoBike suggested good quality segregated cycle lanes are needed to link the two centres and provide links on the major routes to the railway stations.

Other comments:

It was noted by Mains Estate Residents Association and some individuals that the Bearsden and Milngavie area has challenging topography for walking and cycling and combined with the rainy weather will contribute to a low uptake of walking and cycling in the area.

Concerns were raised about air quality levels especially at Bearsden Cross.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

As the consultation summary above illustrates, there were a number of conflicting requests relating to the Bears Way. These requests were:

- Complete the Bears Way
- Make the entrance/exit of Phase 1 at Hillfoot safer by extending it through Phase 2
- Do not include extending Bears Way in the Local Transport Strategy
- Remove the existing Phase 1 of the Bears Way

Several requests for updates on how actions in the Active Travel Strategy are progressing.

It was requested that safe walking and cycling access to schools is enhanced.

It was requested that greater maintenance and gritting should take place on walking and cycling paths and should receive greater prioritisation over roads.

An off-road cycle route from Douglas Academy to the A81 was requested by Mains Estate Residents Association with support from Milngavie Community Council and a number of individuals.

More recognition of the areas demographics was requested to be included in the Draft LTS.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Following the Council decision in September 2016, the Council will not be including the Bears Way as an action in the draft Local Transport Strategy. The Council will continue to monitor the Bears Way project.

The Active Travel Strategy is subject to its own monitoring and the Council produced a Biennial Monitoring Report in May 2018. This can be viewed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

In response to the request for the Local Transport Strategy to include further actions for active travel routes maintenance, the Active Travel Strategy 2015-2020 sets out an action (1.21 – Maintenance) which focuses on ensuring a high standard of maintenance of off road active travel routes is provided. This action will be carried forward to the draft Local Transport Strategy.

The Council also maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

The Council received a number of comments in support of an off-road cycle path raised by the Mains Estate Residents Association. Active Travel Strategy Action 1.2 – Enhancement of path and cycle network – Milngavie includes investigating the feasibility of providing enhanced cycle link between Mains Estate and Allander Leisure Centre/A81. Potential routes include: Craighdu Road, Hunter Road, Craigton Road/Gardens.

A full analysis of the East Dunbartonshire demographics was carried out and is detailed in the Background Report to the Local Transport Strategy. However, the draft Local Transport Strategy will include details of demographics within it.

5.9 Public Transport

Topic		Bearsden and Milngavie Public Transport	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• Over 300 individual comments from members of the public• Bearsden North Community Council• Burnbrae Residents Association• Glasgow City Council• GoBike• Mains Estate Residents Association• Milngavie Community Council• Mosshead Association• Railfuture Scotland• Ross Greer MSP• Scottish Natural Heritage• SPT• Transport Scotland			
Summary of the comments:			
Comments on Transport Options 28 and 29 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
28. A81 Quality Bus Corridor	There was general support for this option in the comments received. The comments agreed that this option and the measures it encapsulates will make using the bus more attractive and this will encourage more people to use it.	Some comments were received which did not support all components of this option. While there was recognition that improved bus waiting facilities would be desirable for current users there was scepticism about the ability for this to attract new users to bus services. Concerns were also raised about giving buses priority as it was raised that this creates congestion.	
	Milngavie Community Council supported this option.		
	Mains Estate Residents Association supported improved bus stops and shelters with travel information but where the focus is on the A81 they felt focus should be on reviewing the Bears Way, suggesting that one option could be the removal of the Bears Way and moving it off-road.		
	Glasgow City Council support the delivery of bus priority measures.		

<p>29. Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor</p>	<p>This option received a mixed response from the consultation. The comments in support were based around the following reasons:</p> <ul style="list-style-type: none"> • Current parking at all stations on the A81 is inadequate and discourages off-peak travel • Increasing parking provision will increase the use of public transport • Will remove vehicles from surrounding residential streets <p>SPT support further investigation of this option but agree with the noted issues/challenges in the full report.</p> <p>Scottish Natural Heritage recommended that in addition to the extension to the car park at Milngavie, the Council expand the active travel links and cycle parking at the station.</p> <p>Ross Greer MSP fully supported increasing car parking capacity where this is geared towards supporting the use of public transport. Ross Greer MSP also raised concerns around the decking at Milngavie station and expressed that his strongly preferred long-term option is an Allander station.</p> <p>Mains Estate Residents Association strongly supported this option.</p>	<p>This option received a mixed response from the consultation. The comments in opposition were based around the following reasons:</p> <ul style="list-style-type: none"> • Increasing parking at stations is likely to encourage car use for people who could walk or cycle • More car spaces would only lead to more cars and the same problem would develop again • Would negatively affect the visual amenity of the areas, especially Milngavie's Victorian station building • Additional vehicle movements at peak time would cause congestion • These spaces can be dark spaces with concerns about safety • Fails to satisfy Transport Planning Objectives <p>Milngavie Community Council did not support the option in relation to Milngavie station as it had concerns about the visual amenity of the local area. MCC stated that a decking structure would detract from the setting for visitors to Milngavie and would block views of the station building. MCC stated that the proposal would also add to local congestion and suggested parking is located to additional land near the Allander.</p> <p>GoBike stated that to propose this option rather than the extension of the Bears Way would be a misuse of funds. GoBike also commented that free parking at stations is unsustainable and will only encourage people to use their cars.</p> <p><i>Suggested alternatives:</i></p>
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		<p>Car parking spaces underground at these stations should be explored.</p> <p>Decking at nearby Tesco</p> <p>Improved bus service to stations</p>
Comments on Options not taken forward as preferred or alternative		
<p>In this section of the Transport Options Report there was two options which were not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 41 of the Transport Options Report. However, they were included in the Transport Options Report to allow the Council to gather feedback on them as part of the consultation. This section will detail the responses received on the Bearsden and Milngavie Loop Bus and the Proposed Allander Rail Station.</p> <p>Bearsden and Milngavie Loop Bus:</p> <p>Over 30 individual comments were received in support of the option of a Bearsden and Milngavie Loop Bus. One comment felt it would not be effective.</p> <p>The comments in support were based around the following reasons:</p> <ul style="list-style-type: none"> • Would deliver an integrated transport system • Can attract people out of their cars in the area and would reduce pressure at station car parks • Would reduce congestion with benefits for local air quality • Would provide Mosshead with a bus service to rail stations at rush hour • Benefits for an ageing population <p>Milngavie Community Council, Burnbrae Residents Association, Mains Estate Residents Association, Mosshead Association and Ross Greer MSP all expressed support for this.</p> <p>Proposed Allander Rail Station:</p> <p>Transport Scotland stated they would not support any further work to be undertaken on assessing the feasibility of this option at this time. Transport Scotland also noted that it would not be prudent to include long term safeguarding of this land in the emerging LDP2 without the intention of carrying out further feasibility work.</p> <p>SPT agrees with the recommendation to continue safeguarding the station location within the emerging LDP2.</p> <p>Over 50 individual comments were received in support of the Proposed Allander Rail Station.</p> <p>The comments in support were based around the following reasons:</p> <ul style="list-style-type: none"> • Would be beneficial for residents of new development • Would be a good park and ride area • Would provide easy access to the rail network • Would reduce parking problems at existing stations • Would reduce congestion and car use on the A81 corridor 		

Milngavie Community Council, Bearsden North Community Council, Burnbrae Residents Association, Mains Estate Residents Association, Mosshead Association and Railfuture Scotland recorded their support for this option.

Two comments did not support this option based on: it will not deliver value for money and the extra stop will exacerbate timekeeping on the line.

General comments on Bearsden and Milngavie Public Transport

Bus: Over 50 individual comments were raised regarding bus in Bearsden and Milngavie. The following section provides a summary of these comments.

More and better bus provision

There was a common request for more bus provision and better bus provision in the Bearsden and Milngavie area. This includes more bus routes as well more frequent and reliable buses on existing routes. More services were requested to Glasgow, especially the west end. It was suggested that better provision to the new transport hub at Partick would help local residents use the public transport network. Mains Estate Residents Association would like to see bus shelters and timetable improvements to the 60A and 15 bus routes.

Mosshead

A common theme in the consultation responses was concerns about the lack of bus provision in the Mosshead area. It was stated that Mosshead is cut off from public transport as it is not close to existing bus routes or rail stations. Ross Greer MSP also requested the Council work closer with SPT to provide services which serve more communities including Mosshead / Kilmardinny area and Westerton village.

Healthcare

Access to healthcare via bus was raised as an issue for this area. For those who don't drive, it was raised that as the "MyBus" service does not help with access to hospital visits, transport costs to hospitals such as Gartnavel, Queen Elizabeth University, Victoria Infirmary and Stobhill is extremely high. It was also raised that the Queen Elizabeth University Hospital is a major employer in the area and the current bus provision is not adequate.

Evening / weekend services

The lack of bus services in the evening and at weekends was raised as an issue for travelling to/from Glasgow and between Bearsden and Milngavie. This issue is making it difficult for people returning to the area by bus after a certain time in the evening. It should also be noted that a petition organised by a member of the public, and independent to this consultation, gathered support from the local community for enhanced evening bus services in Bearsden.

Other comments on bus

It was noted that bus driver behaviour puts people off using the bus.

It was suggested that integration of bus and rail needs to be better in terms of timetables and ticketing.

Rail: Over 50 individual comments were raised regarding rail in Bearsden and Milngavie. The following section provides a summary of these comments.

Performance issues on the Milngavie line and potential twin-tracking solution

The vast majority of comments on this subject related to the current poor performance of the Milngavie railway line. It was raised that less than 30% of trains on this line arrive at Milngavie station on time. It was noted that this service needs to be more reliable to encourage more people to use it and reduce car travel to Glasgow. A common suggestion to a solution for this problem was to reinstate the twin track from Westerton to Milngavie. It was suggested that this intervention will make the line more reliable and could benefit the wider strategic network. Burnbrae Residents Association, Mosshead Association and Mains Estate Residents Association supported the proposal to twin-track the line. Ross Greer MSP noted that he had commissioned a report in 2018 from AllanRail consultancy which made a strong case for redoubling the line.

General comments on Public Transport in Bearsden and Milngavie:

Improved services

Similar to themes in the bus and rail sections, there were several comments which discussed the reliability of the public transport network and stated that it had to be improved to attract people out of their cars and reduce congestion in this area.

Integration

Mains Estate Residents Association and a number of individuals described further integration of the bus and rail network as an opportunity for modal shift to sustainable modes of travel.

Park and ride

A lack of park and ride was raised as an issue in attracting more people on to the public transport network. It was suggested increasing park and ride availability would reduce congestion and improve air quality.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

Bus:

It was requested by several organisations/bodies/individuals that the Council operate a Bearsden and Milngavie loop bus.

It was requested that the Council work with SPT to deliver a publicly owned bus service following the delivery of the Transport (Scotland) Bill.

It was requested that the Council support a petition to get more evening bus services in Bearsden.

Rail:

It was requested by Bearsden North Community Council that the Council make representations to the Scottish Government that the current Scottish Transport Appraisal Guidance (STAG) methodology is not suitable for assessing the business case for the proposed Allander Rail Station.

It was requested by several organisations/bodies/individuals that the Council leads on delivering the proposed Allander Rail Station and/or maintains the safeguarding of the land in the emerging LDP2 for the station and association car park.

It was requested that the Draft LTS includes an action for the Council to work with the relevant authorities towards delivering a twin-track railway between Westerton and Milngavie.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Bus:

It is the responsibility of the commercial market to operate bus services in Scotland. Where a commercial service is not in operation and it is deemed that a service is socially necessary a local transport authority can subsidise a service in order for it to run. In general, a local transport authority in Scotland is the local authority. However, for the Strathclyde area, the local transport authority is SPT. Therefore, the powers to subsidise services lies with SPT. The Council are in regular discussions with SPT regarding bus provision in the area.

The Council will monitor and contribute to the development of the Transport (Scotland) Bill and assess any implications or opportunities for the provision of public transport. This will be carried forward as an action to the draft Local Transport Strategy.

Rail:

The STAG methodology is a methodology set by the Scottish Government. It is a requirement to be used for new rail projects. More details of this approach from the Scottish Government can be viewed in the Rail Enhancements and Capital Investment Strategy:

<https://www.transport.gov.scot/publication/rail-enhancements-capital-investment-strategy/>

As set out in the TOR, it is currently not a viable option to deliver the proposed Allander rail station. However, an action will be carried forward to the draft Local Transport Strategy which will ensure the safeguarding of land for a proposed rail station and land for an associated car park.

The Council have committed resources to undertake a STAG study (in line with the Rail Enhancements and Capital Investment Strategy) to assess options for improving the performance of the Milngavie rail line and to improve wider sustainable transport on the A81 corridor. The Council and consultants will be working closely with Network Rail to appraise suitable options and to ensure the work is aligned to Network Rail's own review of the Argyle and North Electrics network.

5.10 Roads

Topic		Bearsden and Milngavie Roads	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• Over 200 individual comments from members of the public• Burnbrae Residents Association• GoBike• Mains Estate Residents Association• Milngavie Community Council• Mosshead Association• Ross Greer MSP			
Summary of the comments:			
Comments on Transport Options 30 to 34 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
30. Junction Improvements A81	<p>There was comments in support of this option. It was noted that if this option improves the traffic flow and safety of pedestrians and cyclists then this is a positive option.</p> <p>It was highlighted that change is required at the Bocclair junction due to recent accidents and traffic levels at peak times.</p> <p>It was highlighted that change is required at the ASDA junction as it is currently unsafe for cyclists going through the area, with a recent incident occurring at the end of 2018.</p> <p>Milngavie Community Council supported this option while highlighting that any changes should be implemented following meaningful consultation with local communities and representative organisations.</p> <p>Suggested potential solutions to improving the Bocclair junction were:</p> <ul style="list-style-type: none">• Installation of a right hand filter from Bocclair Road to Milngavie Road	<p>While this option was called “Junction Improvements A81” the description of the option was: “Options include a gyratory at the A81/Roman Road/Roman Drive junction and ASDA Bearsden/West Chapelton Avenue junction remodelling. Reallocation of road space to increase capacity”</p> <p>The inclusion of the gyratory option received a lot of interest throughout the consultation and there were concerns from local residents adjacent to the junction about what this could mean for them. The benefits of a gyratory system were noted as:</p> <ul style="list-style-type: none">• Reduces queuing traffic on Bocclair Road• Likely to reduce accidents at the Milngavie road junction <p>The issues of a gyratory system were noted as:</p> <ul style="list-style-type: none">• Will simply redirect traffic congestion from Bocclair onto Roman Road/Roman Drive	

	<ul style="list-style-type: none"> • Implementation of a gyratory • 4-way traffic light system • Make Roman Road 1 way (with traffic flowing towards Milngavie Road) 	<ul style="list-style-type: none"> • Increased pollution in that residential area • Roman Road busy place for children going to school, nursery etc. – would be unsafe to have more traffic on it • Turning from Roman Drive to Milngavie Road is dangerous due to parked cars and busy Milngavie Road • Removal of on street parking would be a big issue • This proposal would only serve the east of the authority • Roman Road is busy already and causes problems joining from Douglas Gardens • Increased vibration from traffic could increase problem of flooding and eroding banks of Manse Burn • Too expensive • Wear and tear implications for a B road
31. Bearsden cross junction improvements	There was support for this option as it is likely to improve traffic movement.	Concerns were raised about the effectiveness of this option as a solution in improving congestion and air quality at Bearsden Cross.
32. Canniesburn Toll	<p>There was support for this option especially for the benefits it could provide pedestrians and cyclists who use this junction. GoBike supported this approach. It was noted that this is a major junction and the need to examine ways to assist traffic flows would be welcomed.</p> <p>Mains Estate Residents Association pointed out that any alteration to this junction would need to be carefully thought out as traffic needs to be the primary consideration due to the junction being used for access to the Queen Elizabeth University Hospital.</p> <p>Milngavie Community Council supported this option while highlighting that any changes should be implemented following meaningful</p>	<p>There was support for the alternative option of redesigning Canniesburn Toll.</p> <p>It was raised that the current design of the Toll is not suitable for vehicle drivers or cyclists due to the layout of the lanes.</p> <p>Pedestrian access at the Toll could be improved and there was a suggestion of improving parking at the businesses.</p> <p>It was suggested that road lineage needs to be renewed to ensure motorists keep to the right lane.</p>

	consultation with local communities and representative organisations.	
33. Continue to monitor air quality in Bearsden town centre in line with obligations for an Air Quality Management Area (AQMA)	<p>There was full support for this option including support from Milngavie Community Council. It was noted that the air quality at the Cross is a particular concern due to the proximity of the primary school to that junction.</p> <p>There was a concern that this was not being taken seriously for such a major issue and that traffic should be redirected away from the Cross to improve air quality.</p>	
34. Continue to deliver road safety measures in relation to the A809	There was full support for this option including from Mains Estate Residents Association. MERA also raised issues with the A809 including: congestion, dirty due to large industrial vehicles and runoff water.	
General comments on Bearsden and Milngavie Roads		
<p>Maintenance:</p> <p>The issue of road maintenance was raised by a number of respondents for this area. The main request was that more roads were resurfaced and that potholes were dealt with better and more effectively. Similar to other parts of the consultation, it was also raised that more focus should go to footways and footpaths as they can be dangerous and unsafe especially in the winter months if they have not been gritted. Road lane and line markings was highlighted as an issue.</p> <p>Planning:</p> <p>There was a considerable number of responses that raised concern about the effect planning and specifically the effect new housing developments was having on the road infrastructure in Bearsden and Milngavie. This included concerns about road congestion and air quality. There was concern about potential development on land currently designated as green belt between Bearsden and Milngavie.</p> <p>Road speeds:</p> <p>Concerns were raised about road speeds in general in the area and there were requests for a change to 20mph speed limits. Road speeds was raised specifically as an issue on the following roads:</p> <ul style="list-style-type: none"> • Drymen Road • Thorn Road • Canniesburn Road • A81 Strathblane Road • A808 • Hunter Road 		

Congestion:

Road congestion was raised as a serious issue in Bearsden and Milngavie. It was noted that this is causing longer journey times and is negatively effecting air quality due to the increased emissions. Burnbrae Residents Association identified traffic as a major problem and noted that the routes to Glasgow are gridlocked during the morning rush hour, while stating that modal shift from road to rail is required.

Specific roads/junctions:

A number of comments were received which related to specific locations within Bearsden and Milngavie:

Hunter Road

Hunter Road gathered a considerable number of comments regarding the traffic congestion observed at the junction of Hunter Road and Castle Mains Road. It was highlighted that the cars that park across from this junction cause issues for the flow of traffic. Milngavie Community Council highlighted this is particularly problematic for residents of Mains Estate trying to access either Clober Primary or Douglas Academy from the south, while also commenting that it makes cycling to these schools for children unattractive. Milngavie Community Council support a transport option to improve the layout of this junction with safe crossing points to benefit of road, foot and cycle users. Mains Estate Residents Association state that improving this junction should be a priority for the Local Transport Strategy. MERA also described improvements that were made to this area in 2006 and outlined proposals for further improvements. These suggestions included:

- Investigate ownership of the land and garages behind the properties on Hunter Road, with a view to owning this land.
- Improved parking area would be reallocated to the residents of Hunter Road
- T-Junction would be marked with double yellow lines, making it an offence to park and obstruct the junction
- Mini painted roundabout on the junction could also be considered
- A 20mph speed limit on Hunter Road, including at Clober Primary School, should be considered

Other specific roads/junction improvements sought by individual comments:

- Bearsden Cross to have filter lights
- Junction at Stockiemuir Road and Stockiemuir Avenue requires either traffic lights or a roundabout
- Remove the raised kerbs which were installed at junctions about 15 years ago, e.g. at the foot of Nethermain Road
- Better lighting in Stockiemuir avenue. Zebra crossing at the Co-op.
- Improve the junction at the Allander, or replace it with a roundabout
- Better traffic control at Burnbrae Roundabout

Other comments:

It was noted that more on road cycle lanes should be painted as this makes drivers drive more carefully.

There was support for traffic light systems that respond to where the queues are.

It was noted that consideration should be given to possible future development in the vehicle industry such as electric vehicles and autonomous vehicles.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

Milngavie Community Council requested that an action is included in the Draft LTS which states that Mugdock Road is designated as an active travel corridor as it is not safe as it is a very old road with blind junctions and the footways in places are narrow or missing.

It was requested that the option of a gyratory system at the Bocclair junction is not included in the Draft LTS. It was also requested that local residents are consulted again on this matter.

It was requested that road maintenance is carried out to a high standard which includes footways and footpaths.

It was requested that more thought should go into planning in East Dunbartonshire and the effect more housing development is having on the local road network.

It was requested by Milngavie Community Council, Mains Estate Residents Association and a number of individual comments that improvements are made to Hunter Road, with specific focus on the junction of Hunter Road and Castle Mains Road.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

The option to deliver junction improvements on the A81 at Bocclair and the ASDA junction has been carried forward to the draft Local Transport Strategy. The delivery plan sets out that the Council will model the junction and create different scenarios through the model. This will help the decision making process to decide how the junctions are improved. The consultation feedback delivered through this consultation will feed into the decision making process by the Council.

The Council maintain footways and carriageways and have a plan in place to do this known as the Roads Asset Management Plan. A greater description of this plan and a continued commitment to carry it out to a high standard will be carried forward to the draft Local Transport Strategy.

The Council are required to produce a Local Development Plan which sets out a long term land use and development strategy for East Dunbartonshire. The Local Development Plan process takes into account a number of factors including implications for the transport network. Policy 4 – Sustainable Transport sets out that development should be directed to areas where 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.

The junction at Hunter Road and Castle Mains Road has been of concern to nearby communities over a number of years. The flow of traffic and safety of pedestrians and cyclists have been the key concerns. As such the Council considered the issues and possible solutions with communities in 2012 and reviewed this work during the development of the Local Transport Strategy in response to comments received on the Transport Options Report. Whilst options are available to change the road layout and functioning, these have not been found to be acceptable:

- A Traffic Regulation Order for double yellow lines at the junction has been considered, however this would have implications for local residents residing at the junction and provision of disabled bays. Removing all parking from the junction would increase the speed of driving at the junction which would not increase the safety of pedestrians and cyclists.
- Homeowners generally wish to park in front of their homes and Council experience is that residents do not wish to use back court parking.
- A mechanised crossing has been considered by the community, however this was not considered acceptable.
- A mini roundabout would require technical investigation and potential addition of adjacent land to the road, however this option would increase the speed of driving at the junction which would not increase the safety of pedestrians and cyclists.
- Whilst a 20mph zone could be introduced, the relationship of this measure with any other measure would need consideration. If parking was removed at the junction to increase the flow and speed of traffic, then a 20mph area would send a mixed message to road users. In addition, Police Scotland is unlikely to commit significant resources to enforcing a 20mph zone.
- A priority sign and physical barrier system could be introduced however the build out would potentially impact on space for local residents parking and essentially mimic the slowing of traffic that the parking creates.
- Bus operators have been consulted on the junction and operators were content with the layout.

On this basis, it is not considered that the current layout of the junction should be altered.

5.11 Parking

Topic	Bearsden and Milngavie Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 12 individual comments from members of the public • Mains Estate Residents Association • Milngavie Community Council • Ross Greer MSP 	
Summary of the comments:	
<p>Long stay car park:</p> <p>Milngavie Community Council, Mains Estate Residents Association and Ross Greer MSP both stated a desire for a long stay car park for West Highland Way walkers that start off in Milngavie. Ross Greer MSP noted that while these visitors are welcome, taking up parking spaces designed for residents and commuters on a daily basis is not right. Milngavie Community Council suggested land owned by Scottish Water on the east side of the railway close to the Allander could be used for such a purpose.</p> <p>Rail stations:</p> <p>The public transport section dealt with the issue of a lack of parking available at stations, however, a number of concerns were also expressed about the issue on-street parking is causing around the stations. Specific concerns were raised about Station Road in Bearsden and the A81 outside Hillfoot station.</p> <p>More parking:</p> <p>There was requests for more parking in this area, with specific mention given to Mugdock.</p> <p>Charges:</p> <p>The issue of parking charges in Council car parks was raised in this area. It was stated this has been detrimental to local businesses. Milngavie Community Council stated the Mugdock Road Car Park is being under-utilised since the introduction of the parking charges. Monitoring by the Community Council has shown that the car park is no more than 10% full at any time and state the charging strategy should be reviewed.</p> <p>On street:</p> <p>Concern was raised with on-street parking around town centres causing roads to be narrowed. Milngavie Community Council raised an issue about pavement parking, highlighting safety and access issues for pedestrians walking on these pavements especially to schools.</p>	

Specific requirements sought for the Local Transport Strategy by those submitting comments:
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It was requested that double yellow lines are implemented on the A81 outside Hillfoot station.
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Milngavie Community Council requested that an action in the Draft LTS looks at addressing the issue of pavement parking for school children accessing Clober and Craigdhu Primary schools.
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Response to findings – how findings are addressed in the Draft Local Transport Strategy
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The action for developing a parking strategy will aim to address identified issues raised through this period of consultation.
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The Transport (Scotland) Bill is currently progressing through the Scottish Parliament's legislative process. The Bill includes proposed legislation that will make it illegal for vehicles to be parked on a footway in Scotland. The Council will continue to monitor and contribute to the development of the Bill and this will be carried forward as an action in the draft Local Transport Strategy.
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Bishopbriggs, Torrance, Balmore and Bardowie



5.12 Active Travel

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Active Travel	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 20 individual comments from members of the public			
Summary of the comments:			
Comments on Transport Options 36 and 37 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
36. Bishopbriggs path improvements	This option received support with it being described as a great idea and positive. It was also noted that in order to create a comprehensive network in Bishopbriggs, area wide 20mph and restricting traffic with segregated or shared paths would be required.		
37. Promote Wester Way through active travel events, signage and social media	It was noted that while promotion of this route is essential, it needs to be part of a wider network and connected with other routes.	It was suggested that a combination of the preferred and alternative options might be more cost effective	
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Active Travel			
Cycling:			
It was stated that more shared paths on main routes and cycle parking in Bishopbriggs town centre is required to encourage more cycling in the area. It was also suggested that cycling can be improved by reallocating road space on Hilton Road and Balmuirdy Road though it was recognised there may be issues with large trees.			
It was raised that roads are not safe enough to cycle on and if safety was improved it could encourage more cycling on the A803.			
Maintenance:			
Footways and footpaths should be accessible to all including users of mobility scooters and wheelchairs, this includes improving access points for all users. It was also stated that canal towpaths should remain the way they are and that local residents don't want them to be tarmacked.			
Routes:			

Several new and/or improved routes were suggested including:

- Traffic free connection between Lenzie and Bishopbriggs
- Walking and cycling improvements along Balmore Road (A807)
- Path along River Kelvin with connections to villages
- Walking and cycling improvements along A803

Villages:

It was raised that the Transport Options Report does not reference Balmore and Bardowie enough and that residents of the villages have difficulty with speeding traffic along the A807 including HGVs and other large vehicles. It was noted that there are five changes in speed limit along this route which results in people maintaining their speed throughout. This causes issues for walkers and cyclists using this road.

Other comments:

Transport is poor from Allander leisure centre to Bishopbriggs. Evening activities means people have to use taxis if they do not have access to a car

Priority should be given to enabling school children to be able to cycle safely to school

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that more cycle parking is available in Bishopbriggs town centre.

It was requested that the Draft LTS gives greater coverage of the problems residents of the villages face on the A807.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

Active Travel Strategy Action 1.16 – Secure cycle storage at rail stations and town centres, will be carried forward into the draft Local Transport Strategy. This action is currently being progressed by the Council.

Active Travel Strategy Action 1.12 – A807 Torrance to Milngavie/Bearsden is to investigate the feasibility of providing a connecting route between Torrance and Milngavie and Bearsden along the A807. This action was progressed as part of a wider study on an East Dunbartonshire loop route. This action will be progressed in the remaining period of the Active Travel Strategy and will be carried forward into the draft Local Transport Strategy.

5.13 Public Transport

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 6 individual comments from members of the public• Glasgow City Council• Ross Greer MSP• SPT• Transport Scotland			
Summary of the comments:			
Comments on Transport Options 38 to 41 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
38. Bus Park and Ride adjacent to BRR	SPT supports the principle including the need to further engage with operators to assess commercial viability and understand operational requirements. As such, SPT also suggested continuing to investigate improvements for bus and active travel for Westerhill business park.		
39. A803 Quality Bus Corridor (QBC) Package		It was noted that the flow of traffic through Bishopbriggs is prohibitive for safe active travel for school pupils to cycle to school. The roads in and around the Cross are far too dangerous for parents to have confidence that their children can safely cycle to and from school. There was support for the alternative option of a segregated cycleway on the A803 as it was stated there is sufficient space and that the opportunity given by the creation of the Bishopbriggs Relief Road should be taken by improving cycling along the A803.	
40. Bishopbriggs – integrated transport hub	No comment was received on this option		

41. Auchinairn bus hub	No comment was received on this option	
Comments on Option not taken forward as preferred or alternative		
<p>In this section of the Transport Options Report there was one option, the proposed Westerhill Rail Station which was not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 48 of the Transport Options Report. However, it was included in the Transport Options Report to allow the Council to gather feedback on it as part of the consultation.</p> <p>Transport Scotland stated they would not support any further work to be undertaken on assessing the feasibility of this option at this time. Transport Scotland also noted that it would not be prudent to include long term safeguarding of this land in the emerging LDP2 without the intention of carrying out further feasibility work. Transport Scotland reiterated their concerns the negative effect a station here would have on journey times on the Edinburgh to Glasgow line and the potential impact it could have on the outcomes of the Edinburgh to Glasgow Improvement Programme.</p> <p>Glasgow City Council noted this would be an attractive option and provide additional capacity to the existing Bishopbriggs and Lenzie stations. However, it was also raised that this would negatively affect journey times on the Edinburgh to Glasgow line.</p> <p>Ross Greer MSP stated that it was disappointing that this option was not being taken forward as preferred or alternative.</p>		
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Public Transport		
<p>Bus:</p> <p>It was raised that a bus to Milton of Campsie or the Strathkelvin Retail Park and Lennoxton is required from Torrance. More night time bus services and Real Time Passenger Information was also requested for Torrance, while one comment stated the bus provision to Glasgow is reasonable.</p> <p>Rail:</p> <p>No parking available at Bishopbriggs rail station was raised as an issue.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>Ross Greer MSP urged the council to put forward a bid to the next round of the Scottish Government's Local Rail Development Fund to seek funds to deliver further feasibility work on the Westerhill rail station.</p> <p>It was questioned if it would be feasible to include station parking on old High school site and move station/have walkway to station.</p>		
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
<p>The Council are not currently planning on undertaking any further feasibility work for Westerhill station at this time. This follows advice from Transport Scotland. However, an action will be carried forward to the draft Local Transport Strategy which will ensure the safeguarding of land for a proposed rail station and land for an associated car park.</p>		

A planning application is currently under review by the Council's Planning service for the former High School site in Bishopbriggs.

5.14 Roads

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Roads	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 35 individual comments from members of the public• Glasgow City Council• Milngavie Community Council• Torrance Community Council			
Summary of the comments:			
Comments on Transport Options 42 and 43 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
42. Support delivery of phase 5 of BRR	<p>Some comments expressed support for completing the BRR, while it was raised that effort should be made to preserve and/or mitigate effects on the natural environment in the area.</p> <p>Milngavie Community Council supported this option as it would have a positive impact on the accessibility of the motorway network to Milngavie.</p> <p>Glasgow City Council noted that delivery of phase 5 of the BRR would enable full Quality Bus Corridor measures to be provided on the A803.</p>	<p>It was raised that by supporting this, there are inconsistencies in approach and policy between different parts of the Council area.</p> <p>Torrance Community Council has concerns that completion of Phase 5 of BRR by this route would increase traffic on Torrance Road by drawing M80 destined traffic from Bearsden and Milngavie (via Auchenhowie Road and Balmore Road)</p>	
43. Continue to monitor air quality in Bishopbriggs Town Centre in line with obligations for an Air Quality Management Area (AQMA)	No comment was received on this option		
General comments on Bishopbriggs, Torrance, Balmore and Bardowie Roads			
Maintenance:			
Areas for improved maintenance were suggested including:			

- Footway conditions in Torrance
- Footway conditions in Bardowie
- Footway conditions on Kirkintilloch Road
- Footway at Bishopbriggs Cross floods a lot

Parking:

On street parking was raised as an issue. This included through Bishopbriggs town centre at Bishopbriggs Cross and at Milton Drive and Stewart Drive. Parking provision on Main Street Torrance was described as inadequate and formalised parking was requested.

Torrance:

Some issues were raised in Torrance including the movements of HGVs through the village centre and the lights at Main Street junction could be better.

Other comments:

Congestion through Bishopbriggs town centre was raised as an issue

Suggestions for new crossings were received for Wester Cleddans Road near the school and in Balmore and Bardowie.

Car access to schools was raised as an issue

The junction at ASDA in Bishopbriggs was raised as an issue including the traffic light signals and the issue of merging 2 lanes into 1. It was raised that the crossing signals only beep after 9am which is not helpful to school children.

It was suggested that traffic light systems through Bishopbriggs needs to be better synchronised.

Specific requirements sought for the Local Transport Strategy by those submitting comments:

It was requested that Bishopbriggs is not overdeveloped.

Response to findings – how findings are addressed in the Draft Local Transport Strategy

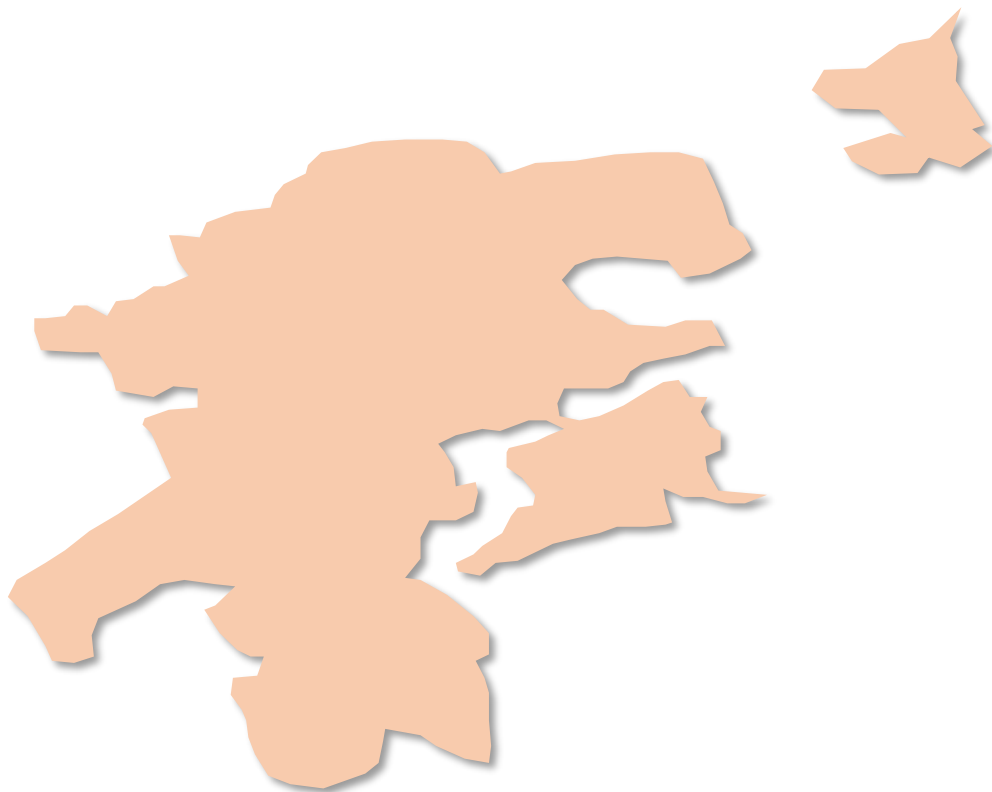
The Local Development Plan sets out where development should and should not be located taking into consideration 20 existing policies including principal policy 4 - Sustainable Transport.

General issues in this area can be targeted through area wide actions including: maintenance, parking strategy, urban traffic control systems and actions to enable a shift to sustainable transport.

5.15 Town Improvements

Topic		Bishopbriggs, Torrance, Balmore and Bardowie Town Improvements	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• GoBike			
Summary of the comment:			
Comments on Transport Option 44 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
44. Deliver the actions in the emerging Bishopbriggs town centre strategies		GoBike stated that the proposals listed will do little, if anything, to reduce motor vehicle use and stated major improvements in active travel and public transport are needed to effect a significant modal change.	
Response to findings – how findings are addressed in the Draft Local Transport Strategy			
The Town Centre Strategies are approved Council strategies.			

Kirkintilloch, Lenzie, Waterside and Twechar



5.16 Active Travel

Topic	Kirkintilloch, Lenzie, Waterside and Twechar Active Travel
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 15 individual comments from members of the public • Lenzie Community Council 	
Summary of the comments:	
General comments on Kirkintilloch, Lenzie, Waterside and Twechar Active Travel	
<p>Maintenance:</p> <p>It was raised that maintenance of footpaths and footways was important. Issues with fly-tipping along the Bothlyn Burn was also raised.</p> <p>Routes:</p> <p>Several routes were suggested including:</p> <ul style="list-style-type: none"> • Lenzie to Stepps • Cycle access to Lenzie Meadow and Lenzie Academy schools • Lenzie to Bishopbriggs along the railway • Kirkintilloch to Milngavie <p>Other comments:</p> <p>Lenzie Community Council stated that there is at least one, if not more large areas of housing (Birch, Sycamore, Lime Grove) which is cut off as far as active travel is concerned because a long circuitous route has to be taken to reach public transport routes.</p> <p>Healthy Habits projects should be promoted.</p>	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
<p>Progress on the Active Travel Strategy actions was questioned.</p> <p>It was requested parking on painted on cycle lanes should be enforced by traffic officers / police.</p>	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
<p>The Active Travel Strategy is subject to its own monitoring and the Council produced a Biennial Monitoring Report in May 2018. This can be viewed on the Council's website: https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy</p> <p>The Council are currently not able to carry out enforcement of parking on painted cycle lanes in the authority.</p>	

5.17 Public Transport

Topic		Kirkintilloch, Lenzie, Waterside and Twechar Public Transport	
Elements of the engagement included:		<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools	
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 26 individual comments from members of the public• Lenzie Community Council• Ross Greer MSP			
Summary of the comments:			
Comments on Transport Options 45 to 48 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
45. A803 Quality Bus Corridor (QBC) Package	No comment was received on this option from this area.		
46. Kirkintilloch town centre bus improvements – incorporate into the refresh of the Kirkintilloch Town Centre Masterplan	It was raised that buses passing through Kirkintilloch have problems with parked cars.		
47. Kirkintilloch/ Lenzie bus service improvements	This option received support and it was stated by Lenzie Community Council and a number of individuals that a bus service linking Woodilee, Lenzie, Kirkintilloch and Glasgow city centre would be beneficial.		
48. Lenzie Improvements Project	There was comments in support of this option.	The alternative option in this case was to increase parking at Lenzie rail station by providing a deck at the north side of the car park. This option received several objections and one comment in support. The comments did not support it due to the option attracting more cars to the area and potential antisocial behaviour issues such a deck could cause. Lenzie Community Council did not support the alternative option.	

		The comment in support felt the effect on air quality caused by the increase in vehicle movements would be minimal and did not feel the Lenzie Improvements Project would increase sustainable travel.
Comments on Option not taken forward as preferred or alternative		
<p>In this section of the Transport Options Report there was one option, the proposed Woodilee Rail Station which was not taken forward as preferred or alternative, for a variety of reasons. More detail on the rationale for this approach can be read on page 54 of the Transport Options Report. However, it was included in the Transport Options Report to allow the Council to gather feedback on it as part of the consultation.</p> <p>Ross Greer MSP stated it was disappointing that this option was not being taken forward as preferred or alternative.</p>		
General comments on Kirkintilloch, Lenzie, Waterside and Twechar Public Transport		
<p>Bus:</p> <p>It was suggested that Cowgate was changed to a public transport only corridor. Another suggestion was for buses to be removed from the section of Cowgate that runs past the library to improve public safety.</p> <p>It was raised that buses to Twechar are too infrequent and bus shelters in Twechar should be improved.</p> <p>Cost:</p> <p>The cost of public transport, and bus in particular was raised as an issue. The cost of bus travel was not in proportion to the journey times and cost of alternative forms of transport.</p> <p>Planning:</p> <p>The issue of housing developments being located more than reasonable walking distance away from public transport was cited as an issue in one comment. South Claddens was listed as an example.</p>		
Specific requirements sought for the Local Transport Strategy by those submitting comments:		
<p>Ross Greer MSP urged the council to put forward a bid to the next round of the Scottish Government's Local Rail Development Fund to seek to fund further feasibility work on the Woodilee rail station.</p> <p>Improved evening bus provision was requested.</p>		
Response to findings – how findings are addressed in the Draft Local Transport Strategy		
<p>The Council will not be undertaking any further work on the feasibility of the Woodilee rail station. The Draft LTS reiterates the position in the TOR that it is recommended that the safeguarding of land for the station is removed.</p>		

The Council are working with the Community Council to develop key themes for the town including improving public transport. This has been included in the action plan of the Draft LTS.

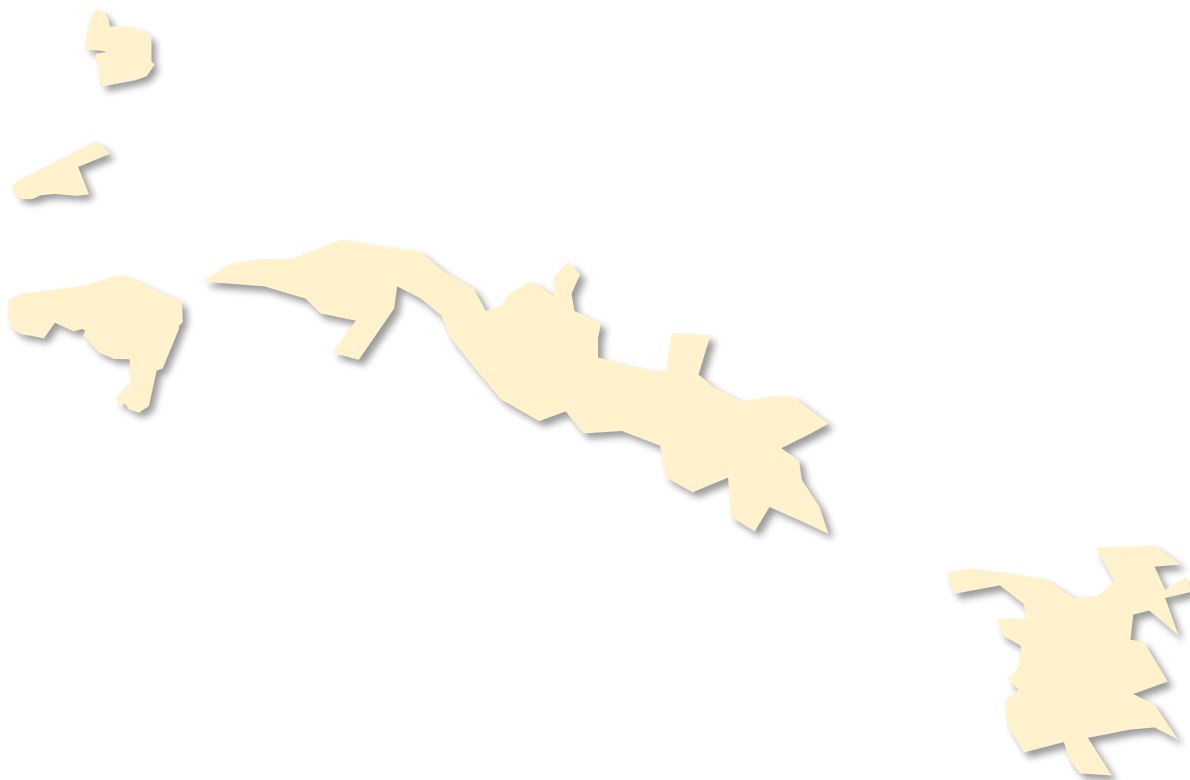
5.18 Roads and Parking

Topic	Kirkintilloch, Lenzie, Waterside and Twechar Roads and Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 4 individual comments from members of the public 	
Summary of the comments:	
<p>Parking:</p> <p>One comment said the parking charges have stopped them driving to the town centre but now go to the retail park instead.</p> <p>One comment said that if greater enforcement against on pavement parking was undertaken, this would address the current concerns about the 'Shared Space'.</p> <p>Roads:</p> <p>There was a couple of comments regarding the Catherine Street junction. One comment suggested the junction was dangerous and they disliked it both as a pedestrian and a driver. The other comment suggested the junction itself seems to work - albeit car drivers have benefited the most with congestion being eliminated.</p>	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
<p>The parking strategy action will cover Kirkintilloch town centre.</p> <p>The Council have committed to continue to monitor the town centre following the Cowgate Street Design Project. Further decisions regarding the town centre future will be made following the completion of the monitoring process.</p>	

5.19 Town Improvements

Topic		Kirkintilloch, Lenzie, Waterside and Twechar Town Improvements	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 3 individual comments from members of the public• Lenzie Community Council			
Summary of the comment:			
Comments on Transport Option 49 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
44. Foster strong partnership working with community groups and an external consultant to improve the layout and associated transport infrastructure at Townhead, Kirkintilloch	<p>Lenzie Community Council supported this option as Townhead is now problematic and it is inevitably part of an active travel route.</p> <p>Other comments in support expressed the importance of good quality consultation and ensuring any changes are designed with all groups of people in mind including:</p> <ul style="list-style-type: none">• Disabled• Elderly• Young families• School children• Visually impaired		
Response to findings – how findings are addressed in the Draft Local Transport Strategy			
Kirkintilloch Community Council have worked with local people and the Council to begin developing key themes for travel in Kirkintilloch. The Townhead action has been widened in the Draft LTS to include the whole town centre, where the key themes can be incorporated into a refresh of the Town Centre Masterplan as committed to in the Economic Development Strategy.			

Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie



5.20 Active Travel

Topic	Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Active Travel
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 9 individual comments from members of the public 	
Summary of the comments:	
General comments on Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Active Travel	
<p>Safety:</p> <p>There was general concern for the safety of cyclists on roads in this area, including Main Street and Crow Road.</p> <p>Other comments:</p> <p>The quality of Strathkelvin Railway Path surface from Kirkintilloch towards Lennoxtown was raised as an issue, specifically damage from tree roots under the surface.</p> <p>It was suggested closer working with Stirling Council could provide better connections between the authority boundaries.</p> <p>It was also suggested that more is done to encourage cycling in accordance with the Lennoxtown Place Plan and to attract more cyclists to the area. A suggestion of a Next bike station in the village was also raised.</p>	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
<p>Active travel routes are maintained in line with the Active Travel Strategy and the refreshed actions in the Draft LTS.</p> <p>The Lennoxtown Place Plan actions have been incorporated into the Draft LTS.</p>	

5.21 Public Transport

Topic		Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Public Transport	
Elements of the engagement included:	<ul style="list-style-type: none">• Questionnaire questions• Drop-in comments• Email responses• Schools		
Body or person(s) submitting comments on the topic:			
<ul style="list-style-type: none">• 19 individual comments from members of the public			
Summary of the comment:			
Comments on Transport Option 50 in TOR			
Option	Comments in support of preferred option	Comments in support of alternative option and/or disagreeing with option altogether	
50. Work with operators and SPT to ensure continuation of X85 service from Campsie Glen to Glasgow	There was support for this option. Some comments expressed concern about the existing service indicating the service is not inclusive enough in terms of disabled/pram spaces available on board and its punctuality and cleanliness.		
General comments on Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Public Transport			
Bus:			
A common theme in the responses was the issue of better bus provision within the area. It was highlighted that there needs to be more provision for buses to: Stobhill, Bishopbriggs, Strathkelvin Retail Park, and Stirling. In particular there was support for a “non-express” service to Glasgow that will take residents from Lennoxtown through all these areas. More frequent services of existing routes was also suggested as being beneficial to the area.			
Rail:			
There was two requests for the rail network to be brought back to this area.			
Specific requirements sought for the Local Transport Strategy by those submitting comments:			
Response to findings – how findings are addressed in the Draft Local Transport Strategy			
A new action has been included in the Draft LTS for the Council to work closely with SPT and local bus operators to encourage the maintenance of existing bus services in order to provide a foundation for arresting decline in bus patronage and ensure bus travel remains an attractive option to attract new bus users.			

5.22 Parking

Topic	Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Parking
Elements of the engagement included:	<ul style="list-style-type: none"> • Questionnaire questions • Drop-in comments • Email responses • Schools
Body or person(s) submitting comments on the topic:	
<ul style="list-style-type: none"> • 2 individual comments from members of the public 	
General comments on Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie Parking	
There was concerns about the parking restrictions on Main Street, Lennoxtown.	
Specific requirements sought for the Local Transport Strategy by those submitting comments:	
Response to findings – how findings are addressed in the Draft Local Transport Strategy	
A new action has been included for the Council to produce a parking strategy for East Dunbartonshire that can assess options for improving parking in town and village centres such as Lennoxtown.	

General comments

Topic	Consultation methods
General comments on methods used during the consultation:	
<p>Participation:</p> <p>Several organisations and individuals thanked the Council for the opportunity to respond to this consultation.</p> <p>Drop-in sessions:</p> <p>Two comments were received on the organisation of drop-in sessions at Bearsden and Milngavie. It was raised that at Bearsden, the organisation was a disgrace and that it was difficult for members of the public to see what the proposals were on the displays provided. It was suggested that hiring of the upper hall would have been better.</p> <p>Several responses thanked Council officers for being helpful, providing context and listening to their concerns.</p> <p>At Milngavie one comment expressed that no one from the Council was available to provide detail on the Transport Options Report.</p> <p>Questionnaire:</p> <p>Several responses raised issues with the online questionnaire and story map. It was expressed that the story map was hard to navigate through and was in an un-user friendly format.</p> <p>Content of the Transport Options Report:</p> <p>It was raised there was issues with the page numbers and reference to the background reports numbering.</p> <p>Some responses for Bearsden and Milngavie stated the report was unambitious.</p> <p>Ross Greer MSP supported the words outlined in Section3.</p> <p>Some comments and suggestions were made for improving the monitoring framework.</p>	
Response to findings	
<p>The Council will take the above comments into consideration as the consultation period is being organised for the Draft LTS.</p>	

Topic	Planning
General comments planning:	
Housing: <p>Concerns regarding the number of new housing in East Dunbartonshire were raised throughout the consultation. It was pointed out that transport and land use cannot be separated and the effects of new housing on the road network was having a negative effect.</p>	
Response to findings	
<p>The Council are required to produce a Local Development Plan which sets out a long term land use and development strategy for East Dunbartonshire. The Local Development Plan process takes into account a number of factors including implications for the transport network. Policy 4 – Sustainable Transport sets out that development should be directed to areas where 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.</p>	

Topic	Background reports
General comments on the A81 Options Appraisal Study:	
<p>Comments were received from Railfuture Scotland and Ross Greer MSP on the A81 Options Appraisal Study that was undertaken by WSP in 2018. The responses went into detail regarding the contents of the study and comparisons were made to the report commissioned by Ross Greer MSP on twin-tracking the Milngavie line that was undertaken by AllanRail in 2018.</p>	
Response to findings	
<p>The Council will consider the responses as part of the STAG study included in the Draft LTS Action Plan.</p>	

6. Moving Forward

The Local Transport Strategy Process



The results of this period of consultation will be help shape the contents of the draft Local Transport Strategy. Following approval of the draft Local Transport Strategy a further period of consultation will be held which will allow stakeholders an opportunity to submit any final comments prior to the production and publication of the final Local Transport Strategy. Progress on the Local Transport Strategy process including the publication of all associated reports can be followed on the following web page: <https://www.eastdunbarton.gov.uk/local-transport-strategy>

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

