

# Appendix 2 - Consultation Stage 3 – Report of Consultation from Engagement on the Draft Local Transport Strategy 2020-2025



## Contents

<b>1. Executive Summary .....</b>	<b>3</b>
<b>2. Introduction.....</b>	<b>8</b>
<b>3. Engagement Awareness Raising .....</b>	<b>9</b>
<b>4. Engagement Methods .....</b>	<b>14</b>
<b>5. Engagement Findings .....</b>	<b>20</b>
Area Wide .....	21
Bearsden and Milngavie.....	36
Bishopbriggs, Torrance, Balmore and Bardowie.....	53
Kirkintilloch, Lenzie, Waterside and Twechar .....	58
Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie .....	63
Comments on the Draft Local Transport Strategy as a whole .....	66
General Comments .....	73
<b>6. Moving Forward .....</b>	<b>77</b>

## 1. Executive Summary

### Introduction

The Draft Local Transport Strategy 2020-2025 set out the agreed Council position on the Council's transport policy, Transport Planning Objectives and actions to enhance transport and travel in East Dunbartonshire.

A period of consultation was organised for the Draft LTS to gather final comments which would help assist the Council in producing a final LTS for publication and delivery.

This report details how the period of consultation was undertaken and the outcomes of the community and stakeholder responses.

### 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:

- **Social Media Programme** – Over 20 updates through Facebook and Twitter advertising the consultation and the community drop-in sessions including creating specific Facebook events for each drop-in session.
- **Press release** – produced by the Council advertising the consultation. The story was published in local media publications.
- **Newsletter** – the Land Planning Policy Team's newsletter is distributed to a wide range of stakeholders including local residents, key agencies, developers and consultancies
- **Leaflet** – a leaflet was produced that was distributed throughout the authority with details on how local people could get involved
- **Website** – a consultation page was created which included details of how to respond and accessible copies of all associated reports.
- **Contact with stakeholders** – direct emailing to key stakeholders to raise awareness. Stakeholders included national, regional and local organisations and community groups

### 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/groups who engaged
Community Council meetings	Officers attended four Community Council meetings providing a presentation and question and answer session with members of the public	65

<b>Community drop-in sessions</b>	Five drop-in sessions were held across the authority area	111
<b>Questionnaire</b>	Online and paper questionnaire seeking views on the consultation	52
<b>Email responses</b>	Responses from individuals and organisations were accepted by email	23
<b>Schools</b>	A Planning and Transport session was held with young people from two secondary schools	30
<b>Total</b>		<b>281</b>

## Engagement Findings

Each aspect of the consultation asked respondents to give comments in three different ways.

1. Views were sought on individual actions and associated delivery plans contained within the action plan
2. Overall comments were welcomed on the Draft Local Transport Strategy as a whole. This included all parts of the strategy including the evidence base, the Transport Planning Objectives, the monitoring plan and general thoughts on layout and associated content.
3. General comments which could help the Council deliver a final Local Transport Strategy were also welcomed during this period of consultation.

Comments were received from a variety of stakeholders including local residents, community groups, local MSPs, transport providers and transport bodies.

### 1. Action Plan

#### Area Wide

Over 160 individual comments were received from members of the public in addition to a number of bodies/organisations.

Comments were received for every action included in this section of the Action Plan. The majority of comments received on the individual actions were supportive of the actions. Therefore, all of the area wide actions will be carried forward through to the final LTS. However, some of the detail of the actions will be amended, following stakeholder feedback. These amendments include:

- SPT requested they were included as delivery and funding partners for actions 2 (*Continue to support transport improvements that benefit East Dunbartonshire by improving the connectivity of the City Region*) and 23 (*Identify suitable locations and roll out Urban Traffic Control systems to improve traffic management*)
- Action 3 (*Ensure that transport and travel planning carried out by the Council is in line with the Local Transport Strategy's Transport Planning Objectives*) will include a commitment from the Council to deliver its own workplace travel plan.
- Action 9 (*Support greater integration between bus and rail*) has been amended to include the Council's support in delivering a region wide integrated ticketing scheme.

- The delivery plan of Action 12 (*Work with stakeholders to improve the accessibility of healthcare services*) has been updated to include Stobhill Hospital and the Queen Elizabeth University Hospital as key examples of healthcare services that local people struggle to reach via public transport.
- The delivery plan of Action 13 (*Maintain a close relationship with SPT and bus operators to continue to encourage the provision of local bus services in East Dunbartonshire*) will be amended to reflect the changes that have been agreed in the Transport (Scotland) Act 2019 since the Draft LTS was produced
- Action 14 (*Investigate the feasibility of introducing a Car Club in East Dunbartonshire*) has been amended to include bike share schemes in a future study, in partnership with neighbouring local authorities and the city region.
- The delivery plan of Action 26 (*Increase the availability of electric vehicle charging infrastructure*) has been amended to include greater detail of how the Council plans to deliver this action.

The remaining actions will be retained without change following support from stakeholders.

### *Bearsden and Milngavie*

Over 120 individual comments were received from members of the public in addition to a number of bodies/organisations.

Comments were received for every action included in this section of the Action Plan.

Following stakeholder feedback, the delivery plan of Action 36 (*Continue to monitor air quality in Bearsden and deliver actions for improving local air quality in line with obligations for an Air Quality Management Area*) was amended to reflect the monitoring the Council is now able to undertake on PM<sub>2.5</sub>.

The remaining actions in this section will all be retained following stakeholder support and for the following additional reasons:

- The Draft LTS Action Plan included already committed transport and travel actions from the Active Travel Strategy 2020-2025, Bearsden Town Centre Strategy and Milngavie Town Centre Strategy. These actions will be retained due to the Council already agreeing their inclusion in previous strategies, however, the comments received will assist the Council in the delivery of these associated strategies.
- Action 31 (*Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor*) will be retained in its current format due to the requirement for the Council to assess further the suitability of any parking options for planning and air quality considerations as detailed in the Draft LTS.
- Action 33 (*Continue to safeguard land in the emerging Local Development Plan 2 for a potential rail station at Allander including land for an associated park and ride facility*) will be retained in its current format due to the current deliverability issues facing a new station at Allander as detailed in the Draft LTS.
- Action 34 (*Deliver junction improvements on the A81*) will be retained in its current format. A number of comments have been received on this action through the two periods of consultation held as part of the work to deliver an LTS. However, the delivery plan takes cognisance of the issues raised and details how the Council plans to undertake assessment of the junctions and the way in which resident's comments will be taken into consideration.

In addition to the Action Plan, comments were received on the following themes:

- Allander junction
- Bears Way
- Bearsden Cross
- Bus provision
- Bearsden and Milngavie Loop Bus
- Milngavie to Mugdock active travel link
- Planning
- Shared use paths
- Taxi ranks

*Bishopbriggs, Torrance, Balmore and Bardowie*

11 individual comments were received from members of the public in addition to 2 responses from bodies/organisations.

Comments were received for three actions included in this section of the Action Plan. All of the actions will be retained and the comments received will assist the Council in delivering them.

*Kirkintilloch, Lenzie, Waterside and Twechar*

15 individual comments were received from members of the public in addition to 3 responses from bodies/organisations.

Comments were received for three actions included in this section of the Action Plan. All of the actions will be retained and the comments received will assist the Council in delivering them. These comments included requests for more detail to be included in the delivery plan for piloting Kirkintilloch as an Active Travel Town. The delivery plan will therefore reflect this requested change.

In addition to the Action Plan, comments were received on the following themes:

- Bus provision
- Cowgate
- Luggie Park

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

5 individual comments were received from members of the public in addition to 2 responses from bodies/organisations.

Comments were received for all of the actions included in this section of the Action Plan. All of the actions will be retained and the comments received will assist the Council in delivering them. In addition, SPT requested they were included as delivery and funding partners for actions 52 and 54 (*Lennoxtown Place Plan Actions*).

In addition to the Action Plan, comments were received on the following themes:

- Active Travel
- Strathkelvin Railway Path

## *2. On the Strategy as a whole*

20 individual comments were received from members of the public in addition to responses from a variety of bodies/organisations.

Comments were received on the following themes:

- Ambition of the strategy – comments expressed concern that the LTS was not ambitious enough in terms of commitments to climate change and active travel, especially safe cycling infrastructure
- Background data – comments queried what data was used to inform development of the LTS
- Detail – comments raised concern that little detail was included on what some actions would include
- National Transport Strategy 2 – some comments raised the Draft National Transport Strategy 2 and indicated the content should be used to help inform the final LTS.
- Support – comments were received in support of the contents of the LTS
- Too much emphasis on cycling – some comments said the Draft LTS focussed too much on cycling as a mode of travel
- Transport Planning Objectives – comments were submitted in support of the Transport Planning Objectives included in the Draft LTS.

The Council will reflect on these comments received and will include greater detail where appropriate in the delivery plans of the actions.

## *3. General comments*

20 individual comments were received from members of the public in addition to responses from a variety of bodies/organisations.

Comments were received on the following themes:

- Active travel – the issue of bringing bikes on ScotRail trains was raised
- Behaviour change – it was expressed that the Council couldn't change peoples behaviour while other comments said that attractive public transport options would be required to achieve this.
- Climate change – the new Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 was raised which will be included within the final LTS
- Governance – the issue of transport governance was raised with calls for more regional transport governance put in place
- Planning – the impact of development on the transport network was raised as an issue
- LTS Process – a number of comments were received on the process undertaken by the Council throughout the consultation period. These comments will help inform the planning of future consultation periods.

## **Moving Forward**

The results of this period of consultation will be help the Council prepare a final Local Transport Strategy 2020-2025. 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>

## 2. Introduction

The Draft Local Transport Strategy 2020-2025 set out the agreed Council position on the Council's transport policy, Transport Planning Objectives and actions to enhance transport and travel in East Dunbartonshire.

The Draft Local Transport Strategy (LTS) 2020-2025 set out the evidence base and policy framework which laid a foundation for its development. It included a Roles and Responsibilities section which details what stakeholders can do to contribute to a high quality and effective transport network in East Dunbartonshire and beyond. The Action Plan set out a number of actions and interventions the Council will progress over the next five years in partnership with a number of funding and delivery partners. Delivery plans for each action detailed how each action could be delivered to help the Council achieve its Transport Planning Objectives. A Monitoring Plan was included to show how the Council will use a variety of national and local indicators to measure the success of the LTS in satisfying the Transport Planning Objectives.

A period of consultation was organised for the Draft LTS to gather final comments which would help assist the Council in producing a final LTS for publication and delivery.

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 Draft LTS as possible, from varied groups of society. This consultation opened on **17 September 2019** and closed on **12 November 2019**.

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.

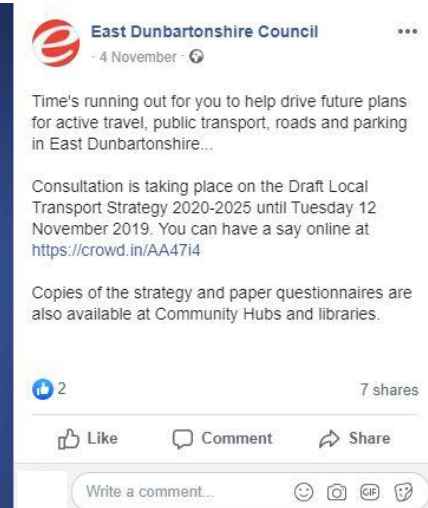
In order to comply with the EU General Data Protection Regulation (GDPR), any personal data including names and addresses are not included in this report. However, the names of organisations and stakeholder groups have been included where appropriate.



### 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.





## 20 Facebook and Twitter posts



186,700 - Total Twitter reach



30,700 - Total Facebook reach



882 - click throughs to EDC website



89 - 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 Local Transport Strategy 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 a number of times prior to the consultation period and within the consultation period which included details of the consultation and the process for refreshing the Local Transport Strategy. 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 Draft Local Transport Strategy**

Online survey available

8 week consultation period  
17 September – 12 November

The Council is seeking final comments on the Draft Local Transport Strategy 2020-2026 to help the Council in producing a final strategy for publication and action.

You can check out the draft strategy, background report, corresponding Environmental Report - and fill out an online survey - by visiting the webpage -

[www.eastdunbarton.gov.uk/draft-local-transport-strategy](http://www.eastdunbarton.gov.uk/draft-local-transport-strategy)

Copies of the strategy and paper response forms are also available at Community Hubs and libraries.

Five drop-in sessions will be held across the authority area:

Where?	When?	
Bishopbriggs War Memorial Hall	Thursday 3 October	3pm-6.45pm
Kilmardinny House, Bearsden	Wednesday 9 October	3pm-7pm
Glazert Country House Hotel, Lennoxtown	Tuesday 22 October	3pm-7pm
Fraser Centre, Milngavie	Thursday 24 October	3pm-7pm
Kirkintilloch Leisure Centre	Wednesday 30 October	3pm-7pm

For further information e-mail [development.plan@eastdunbarton.gov.uk](mailto:development.plan@eastdunbarton.gov.uk) or call the Land Planning Policy Team on 0300 1234510

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



## Website

A consultation web page was created for the Draft Local Transport Strategy and can be viewed in the Council's consultation archive at:

<https://www.eastdunbarton.gov.uk/council/consultations/consultation-archive/draft-local-transport-strategy-lts>. This web page included downloadable copies of the Draft Local Transport Strategy as well as the corresponding Environmental Report and Background Report. The web page was viewed over 1,300 times.



The web page also included a link to a questionnaire which allowed local residents and stakeholders an opportunity to give the Council their thoughts on the draft Strategy through three simple questions.



### 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. These stakeholders includes transport organisations (such as Transport Scotland and SPT), transport providers (including bus operators and rail stakeholders), local community groups and local equalities groups.

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 Draft Local Transport Strategy. This included:

- **Community Council meetings**
- **Community drop-in sessions**
- **Online questionnaire**
- **Email responses**
- **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 Draft Local Transport Strategy and answer any questions members may have. Four Community Councils invited officers along and more details of these meetings are included in the table below.

Community Council	Date	Approximate number of people in attendance	Local topics of discussion
<b>Bearsden East</b>	11 September 2019	10	Bears Way, parking issues, Canniesburn toll, rail stations
<b>Lenzie</b>	18 September 2019	10	Bus provision, parking issues, community transport, inclusion in consultations.
<b>Bearsden West</b>	25 September 2019	25	Bus provision, bus legislation, parking issues
<b>Kirkintilloch</b>	21 October 2019	20	Parking issues, school road closures, electric vehicle charging points, bus provision

## 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. It also provided the Council with an opportunity to raise awareness of the consultation.

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
War Memorial Hall, Bishopbriggs	Thursday 3 October – 3pm-6.45pm	10
Kilmardinny House, Bearsden	Wednesday 9 October – 3pm-7pm	35
Glazert Country House Hotel, Lennoxtown	Tuesday 22 October – 3pm-7pm	1
Fraser Centre, Milngavie	Thursday 24 October – 3pm-7pm	40
Kirkintilloch Leisure Centre	Wednesday 30 October – 3pm-7pm	25
		<b>TOTAL: 111</b>





## Questionnaire

### Draft Local Transport Strategy 2020-2025

Welcome	Who are you responding on behalf of?	Individual Response Details	Information about you	Organisation Response Details	Have your say
Complete					

Click Next to begin the questionnaire.

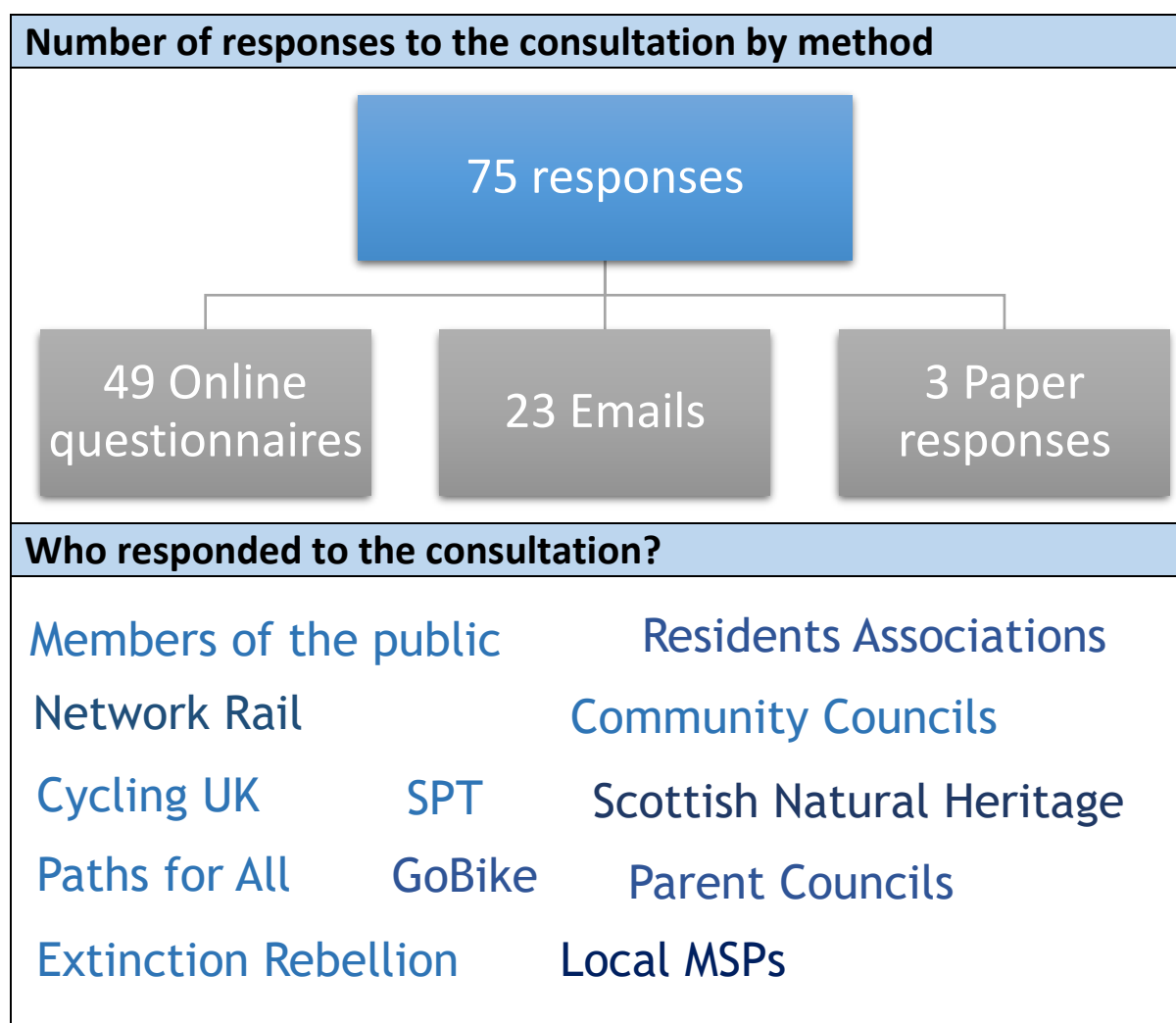
Next

The questionnaire asked respondents to give their views on the action plan contained within the Draft LTS, the LTS as a whole and any other general comments to help the Council as a Final LTS is prepared. 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

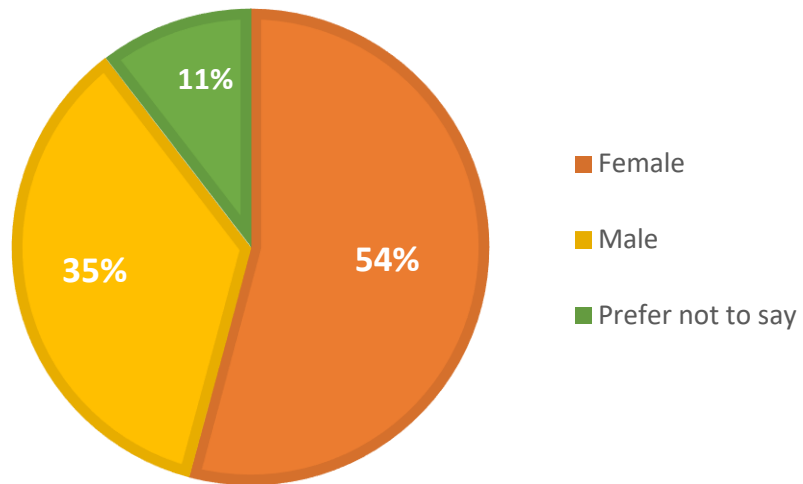
The Council received a number of email responses for the Draft LTS. These were recorded as formal responses and were taken into account as part of the consultation.

### Summary of consultation responses

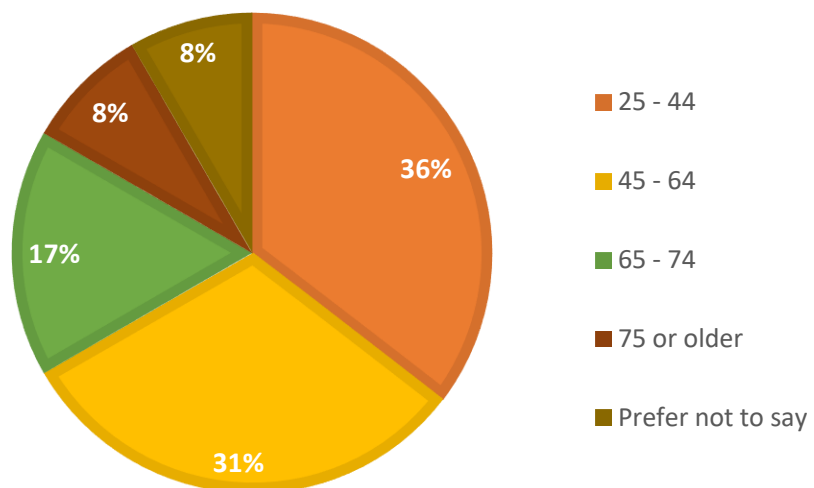


## Who responded to the questionnaire?

### GENDER



### AGE



## Schools

The Council engaged with local schools by organising a transport and planning session, held in Turnbull High School on 23 October 2019. This event was a follow up to an earlier session held with the pupils on the Transport Options Report and Local Development Plan.

Pupils were given the opportunity to express their opinions on important planning issues raised in the Main Issues Report as well as give their views on the content of the Draft Local Transport Strategy.



**TurnbullGeography**

@TurnbullGeog

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Many thanks to the Planning and Transport department @EDCouncil for consulting with our pupils and @DouglasAcad pupils about future developments. @TurnbullHS



## 5. Engagement Findings

The following pages provide the findings from the period of consultation.

Each aspect of the consultation asked respondents to give comments in three different ways.

1. Views were sought on individual actions and associated delivery plans contained within the action plan
2. Overall comments were welcomed on the Draft Local Transport Strategy as a whole. This included all parts of the strategy including the evidence base, the Transport Planning Objectives, the monitoring plan and general thoughts on layout and associated content.
3. General comments which could help the Council deliver a final Local Transport Strategy were also welcomed during this period of consultation.

The comments received have been broken down into these three parts in this section. A summary of comments received in each part is included with rationale of why change has/has not been made in the final Local Transport Strategy 2020-2025.

This section includes tables comprising of the following columns:

- Action – explains the Draft LTS Action
- Comment(s) – a summary of comments received from members of the public and bodies/organisations.
- Change required? – details whether a change is required to be made to the final LTS following the comments received.
- Change made/reason for no change – explains the rationale for making/not making a change to the final LTS. This column also provides a Council response to a number of issues raised throughout the consultation

Where comments were received regarding the delivery of projects and transport services outwith the Council remit, comments will be passed on to the relevant bodies to assist in delivering specific actions.

## Area Wide



Area wide	
Body or person(s) submitting comments on this section:	
<ul style="list-style-type: none"> <li>• Over 160 individual comments from members of the public</li> <li>• Burnbrae Residents Association (BRA)</li> <li>• Cycling UK</li> <li>• Extinction Rebellion (ER)</li> <li>• Gil Paterson MSP</li> <li>• GoBike</li> <li>• Kirkintilloch Community Council (KCC)</li> <li>• Lairdsland Primary School Parent Council</li> <li>• Mains Estate Residents Association (MERA)</li> <li>• Milngavie Community Council (MCC)</li> <li>• Mosshead Residents Association (MRA)</li> <li>• Ross Greer MSP</li> <li>• Scottish Natural Heritage (SNH)</li> <li>• Strathclyde Partnership for Transport (SPT)</li> </ul>	

Action	Comment(s)	Change required?	Change made / reason for no change
<b>National and Regional Transport Network</b>			
<b>1. Contribute to the development of national and regional transport strategies and legislation</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• One comment was received which agreed with the Draft National Transport Strategy 2's recommendation that a new transport governance model was required which focused on the regional model.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• MERA generally support this action.</li> </ul>	No	<p>This action will be retained.</p> <p>This is the type of feedback the Council has already provided and will continue to provide to consultation responses on the Draft NTS2 and emerging RTS2. This is a specific example of what this action will deliver through the five year period.</p>

Action	Comment(s)	Change required?	Change made / reason for no change
<b>2. Continue to support transport improvements that benefit East Dunbartonshire by improving the connectivity of the City Region</b>	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>SPT indicated they should be included as a potential funding and delivery partner for this action.</li> <li>MERA are generally supportive of this action though stated that specific projects should be consulted on with those who will be affected.</li> </ul>	Yes	<p>SPT has been included as a potential funding and delivery partner for this action.</p> <p>Other bodies will have consultation strategies and events for developing specific projects and the Council will help publicise where appropriate.</p>
<b>General</b>			
<b>3. Ensure that transport and travel planning carried out by the Council is in line with the Local Transport Strategy's Transport Planning Objectives</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>Concern was raised on prioritising Council staff when money could be better spent on a public campaign</li> <li>A public bike share scheme would be welcomed</li> <li>The Council should set an example and have a workplace travel plan</li> </ul> Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>ER welcomed the action to deliver school travel plans.</li> <li>ER welcomed the Transport Planning Objectives though questioned the timescales associated with delivering the actions to achieve the objectives.</li> <li>ER requested the Council produce a workplace travel plan to provide a template for other employers to follow.</li> <li>MERA generally support this action.</li> </ul>	Yes	<p>The Council has included a commitment in the delivery plan of this action to produce a Council Workplace Travel Plan. This Travel Plan will focus on reducing the number of work related journeys made by single occupancy car use.</p> <p>Investigating a public bike share scheme has been included in the delivery plan for action 14.</p>
<b>Active Travel – Walking and Cycling</b>			
<b>4. Provision of low-level cycle signals at traffic signals and at carriageway</b>	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>Comments were supportive of this action including Cycling UK, ER and MERA.</li> </ul>	No	This action will be retained.



Action	Comment(s)	Change required?	Change made / reason for no change
crossings where appropriate	<ul style="list-style-type: none"> <li>Cycling UK noted they especially would like to see these signals be used to allow cyclists to go ahead of motor traffic to allow them to be more visible.</li> </ul>		
<b>5. Provision of Advanced Stop Lines with lead-in cycle lanes at signal controlled junctions where appropriate</b>	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Comments were generally supportive of this action including from Cycling UK, GoBike, ER and MERA though concerns were raised about the enforcement of motor vehicles stopping in them.</li> <li>GoBike noted that while this action has its place, without good cycle lanes leading up to them they will not on their own encourage people or children to cycle.</li> </ul>	No	<p>This action will be retained.</p> <p>The enforcement of the use of these areas will continue to be a matter for Police Scotland.</p>
<b>6. Active Travel Strategy Actions</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>The actions were welcomed</li> <li>Actions will be undermined by permitting new development with no footways</li> <li>Sufficient car access should be provided to new schools</li> <li>EDC focus too much active travel on cycling rather than walking</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Cycling UK welcomed many of the actions as positive. However, they also requested a more ambitious direction is taken by the Council to deliver segregated cycle lanes into towns and Glasgow. This was echoed by GoBike.</li> <li>ER welcomed the actions, however, questioned the timescales for delivering them given the Active Travel Strategy was from 2015-2020.</li> </ul>	No	<p>These actions will be retained.</p> <p>All new development is required to follow the Council's planning policy set out in the Local Development Plan<sup>1</sup> including supplementary guidance on Design and Placemaking and separate guidance on Roads Layout and Design Parking Standards<sup>2</sup>.</p> <p>The Council have committed to ensuring minimal access to all new build schools as part of the Primary School Improvement Programme to make it easier for pupils to walk and cycle to school, which reduces</p>

<sup>1</sup> <https://www.eastdunbarton.gov.uk/LDP>

<sup>2</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/planning-guidance>



Action	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>KCC and Lairdsland Primary School Parent Council both wholeheartedly endorsed the action for school travel plans and a focus on active travel. Both groups requested school travel plans to be in place for all schools by the end of 2020.</li> <li>KCC and Lairdsland Primary School Parent Council both requested an action be included in the final LTS that explores traffic-free schools and suggested a pilot of this in Kirkintilloch.</li> <li>MERA highlighted that more effort should be given to walking and that school travel plans should highlight low-risk walking routes.</li> </ul>		<p>congestion and inconsiderate parking around school gates.</p> <p>The Active Travel Strategy 2015-2020 has been in the process of being delivered by the Council over the past 5 years. A Biennial Monitoring Report was produced by the Council in 2018 which noted progress which had been made on delivering the associated actions<sup>3</sup>. All relevant actions from the Active Travel Strategy (and Town Centre Strategies, Place Plans, Masterplans etc.) have been carried forward into the Local Transport Strategy to ensure all relevant transport and travel actions are included in a wider coordinated approach to improving the network in East Dunbartonshire.</p> <p>The final Local Transport Strategy also includes a new action which will commit the Council to produce a new Active Travel Strategy for East Dunbartonshire.</p>
<b>Public Transport</b>			
<b>7. Continue to deliver bus stop and shelter</b>	Comments from members of the public included:	No	This action will be retained.

<sup>3</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

Action	Comment(s)	Change required?	Change made / reason for no change
<b>improvements across East Dunbartonshire in partnership with SPT</b>	<ul style="list-style-type: none"> <li>This action was supported. In particular, pupils during the schools session requested more shelters are provided as it may rain as they wait there.</li> <li>Specific examples of bus stops needing improved were submitted including Grampian way and a recent change to the bus stop outside new development on Birdston Road.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Cycling UK requested more buses can have bikes on board and more bus stops have bike parking facilities.</li> <li>ER requested this has a short-term timescale.</li> <li>MERA support this action.</li> </ul>		<p>This action has a timescale as 'ongoing' as it is something the Council deliver annually in partnership with SPT. Therefore this action will continue to happen throughout the lifetime of the strategy.</p> <p>The Council continue to increase availability of bicycle parking facilities and has delivered projects which deliver more integrated transport facilities at Kessington, Milngavie, Hillfoot and Lenzie stations and have actions within this strategy to deliver further areas of integration at Auchinairn and Bishopbriggs.</p>
<b>8. Deployment of Real Time Passenger Information (RTPI) systems across East Dunbartonshire</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>This action was generally supported.</li> <li>Campsie glen was put forward as a potential location for new screens as there is only one service which operates in this area.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>ER requested this has a short-term timescale.</li> <li>MERA support this action.</li> </ul>	No	<p>This action will be retained.</p> <p>This action has a timescale as ongoing as these systems will be delivered annually in partnership with SPT.</p>
<b>9. Support greater integration between bus and rail</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Improved integration between transport modes was welcomed.</li> </ul>	Yes	The action has been amended to provide the Council's support to delivering an integrated ticketing system that can be

Action	Comment(s)	Change required?	Change made / reason for no change
	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>ER requested this has a short-term timescale.</li> <li>MERA supported this action and requested the Council lobby for an improved integrated ticketing system across modes and operators</li> </ul>		used across modes and operators in the Glasgow City Region.
<b>10. Work in partnership with the third sector and external organisations to develop options for improving Community Transport in East Dunbartonshire</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>Comments were supportive of this action</li> </ul> Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>Cycling UK strongly support this action</li> <li>MERA support this action while noting the dial-a-bus service (MyBus) is particularly important for some residents</li> </ul>	No	This action will be retained.
<b>11. Establish an East Dunbartonshire Travel Survey</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>Comments were supportive of this action</li> </ul> Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>Cycling UK support this action</li> <li>MERA support this action</li> </ul>	No	This action will be retained.
<b>12. Work with stakeholders to improve the accessibility of healthcare services</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>Comments were supportive of this action</li> <li>Examples of poor accessibility were provided. These generally related to the Queen Elizabeth University Hospital and Stobhill Hospital</li> <li>School pupils wanted a free bus to Glasgow hospitals</li> </ul> Comments from bodies/organisations included:	Yes	The Queen Elizabeth University Hospital and Stobhill Hospital will be included in the delivery plan as key examples of where improvements are required.

Action	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>• MERA strongly support this and cited Queen Elizabeth University Hospital as an example of where there is no direct bus provision.</li> </ul>		
<b>13. Maintain a close relationship with SPT and bus operators to continue to encourage the provision of local bus services in East Dunbartonshire.</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Increased bus provision is required especially in the evenings and weekends.</li> <li>• Bus journey times are not attractive enough to encourage people to shift from driving.</li> <li>• School pupils suggested Wi-Fi on buses would make them more attractive and that bus prices should be cheaper.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• Cycling UK believe the Council should look to use powers provided by the Transport (Scotland) Act 2019 to take buses back into public ownership.</li> <li>• ER believe more should be done to increase bus provision and ensure the retention of existing services, e.g. the 142 Bishopbriggs Circular.</li> <li>• MERA strongly supported this action.</li> </ul>	Yes	<p>This action will be retained.</p> <p>The provisions in the Transport (Scotland) Act 2019 are reserved for an areas local transport authority. The local transport authority for East Dunbartonshire is SPT.</p> <p>The action will however be amended to reflect the changes that have been agreed in the Transport (Scotland) Act 2019 since the Draft LTS was produced.</p> <p>Comments received on individual bus services will be recorded and used to help deliver this action in partnership with SPT and the bus operators.</p>
<b>Roads</b>			
<b>14. Investigate the feasibility of introducing a Car Club in East Dunbartonshire</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Comments were generally supportive of this action.</li> <li>• It was raised that more focus should be on improving public transport.</li> <li>• Request for NextBike scheme to be introduced in East Dunbartonshire</li> </ul> <p>Comments from bodies/organisations included:</p>	Yes	<p>The delivery plan for this action will be amended to include bike share schemes in any future study. This action will be linked to action 2 as any bike share scheme in East Dunbartonshire is likely to work better as part of a regional programme which builds on the success of the scheme operating in Glasgow.</p>

Action	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>Cycling UK strongly recommended the action is widened to include investigations around public bike share scheme.</li> <li>MERA support this action and would support it moving forward if the study reveals there is a demand.</li> </ul>		
<b>15. Deliver an annual programme of work to reduce vehicle idling and monitor vehicle emissions</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Comments were generally supportive of this action.</li> <li>Enforcement of this was raised as a key way of tackling the problem.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA support this action and highlighted the winter months as particularly needing enforcement to be carried out.</li> </ul>	No	This action will be retained.
<b>16. Improve the efficiency of the Council's fleet</b>	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>ER referred to the delivery plan of increasing the Council's electric vehicle fleet and associated charging points and pointed out that while this is more environmentally friendly than petrol and diesel vehicles there needs to be more emphasis on public transport systems.</li> </ul>	No	<p>This action will be retained.</p> <p>The Council require a fleet of vehicles to operate in order to carry out its duties. Improving the efficiency of this, partly through decarbonising the fleet, will help the Council towards delivering on its TPOs.</p>
<b>17. Supply Fuel Efficient Driver Training</b>	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA support this action.</li> </ul>	No	This action will be retained.
<b>18. Build on the Council's ECO Stars fleet recognition scheme</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>ECO Stars are great. Focus could also be put on taxis such as green stickers offered by Edinburgh Council.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA support this action.</li> </ul>	No	This action will be retained.

Action	Comment(s)	Change required?	Change made / reason for no change
<b>19. Promote the use of Car Share schemes operating in East Dunbartonshire</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Comments were generally supportive of this action including ideas of how to make it better used.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Cycling UK recommend a user study prior to expanding or promoting the scheme.</li> <li>MERA support the action while noting appropriate protection is in place to protect vulnerable residents in relation to car share arrangements.</li> </ul>	No	<p>This action will be retained.</p> <p>The scheme currently in place is operated by Liftshare on behalf of SPT. This action is to promote the scheme to ensure awareness of the scheme is maximised to minimise duplicate journeys.</p> <p>The Council support that safety is an important aspect of car sharing. Liftshare have policies in place in this regard and have been awarded the TrustSeal which confirms Liftshare runs on good practice principles when it comes to helping and supporting members.</p>
<b>20. Maintain footways and roads to a high standard in line with the Roads Asset Management Plan</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Road maintenance needs to be a priority</li> <li>Current online reporting system is poor and provides no feedback</li> <li>Roads assessment scores should be available so the public can see when roads/footpaths will be resurfaced.</li> <li>Pupils at the schools session noted that road works often slow down traffic and that smoother roads would prevent people falling off their bikes.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA strongly support ongoing upgrading of roads/footpaths and believe footpaths have been neglected for a long time.</li> </ul>	No	<p>This action will be retained.</p> <p>Comments regarding the online roads reporting system will assist the Council in a wider review of its customer reporting systems.</p>

Action	Comment(s)	Change required?	Change made / reason for no change
<b>21. Plan and deliver an effective annual Winter Service Policy</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• More priority needs to be given to housing estates.</li> <li>• More priority needs to be given to areas more prone to snow and ice</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• Cycling UK commented that the LTS should include a commitment from the Council to keep cycle paths and lanes free of snow and ice.</li> <li>• SNH echoed the requirement for pavements, off-road paths and segregated cycleways to be included in the plan.</li> <li>• MERA strongly support this and in particular would encourage greater priority to be given to areas of higher elevation.</li> </ul>	No	<p>This action will be retained.</p> <p>All designated cycle lanes on road are currently treated as part of the Council's primary operations.</p> <p>Further information on winter treatment on footways and cycle routes can be found in sections 6.2 and 6.3 respectively, of the Roads and Environment Winter Service Policy 2019-20<sup>4</sup>.</p>
<b>22. Promote road safety through schools</b>	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• MERA support this action.</li> </ul>	No	This action will be retained.
<b>23. Identify suitable locations and roll out Urban Traffic Control systems to improve traffic management</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Bus priority would be fantastic especially to long circuitous routes.</li> <li>• There is frequently long queues at the Auchenhowie junction which has a management system. Care should be taken to ensure new systems are working effectively.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• SPT indicated they should be included as a potential funding and delivery partner for this action due to the nature of the</li> </ul>	Yes	<p>This action will be retained.</p> <p>SPT has been included as a potential funding and delivery partner for this action.</p>

<sup>4</sup> <https://www.eastdunbarton.gov.uk/gritting>

Action	Comment(s)	Change required?	Change made / reason for no change
	<p>traffic control systems and their potential implications for cross boundary travel.</p> <ul style="list-style-type: none"> <li>• MERA noted that there is frequently long queues at the Auchenhowie junction which has a management system. Care should be taken to ensure new systems are working effectively.</li> </ul>		
<b>24. Implement appropriate measures for reducing vehicle speeds to enhance the appeal of sustainable Travel</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Comments were supportive of reducing vehicle speeds.</li> <li>• Particular locations were highlighted as requiring reduced vehicle speeds including Mugdock Road, Finlay Rise and the Kilmardinny area.</li> <li>• The importance of safer streets was raised particularly for children.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• MCC expressed support for Mugdock Road to be set at 20 mph.</li> <li>• Cycling UK support this option.</li> <li>• GoBike support this option and would like to see 20 mph be rolled out to all residential areas, schools and medical centres</li> <li>• MERA support this action in principle, however would not support road narrowing and segregated cycleways such as the Bears Way.</li> <li>• Ross Greer MSP noted his disappointment that the Scottish Parliament did not pass legislation to ensure 20 mph was the default limit on residential roads in Scotland.</li> </ul>	No	<p>This action will be retained.</p> <p>Comments received on specific locations will be used to help deliver this action.</p>

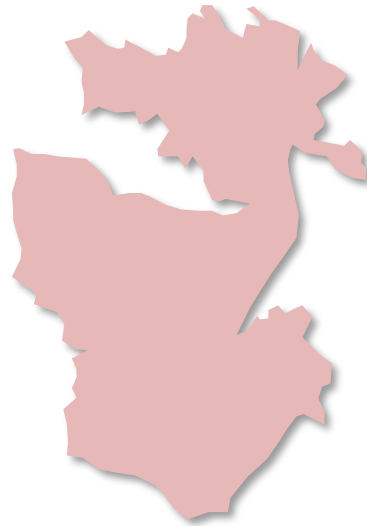


Action	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>Ross Greer MSP stated the strategy was very weak in this area and cited specific examples of where 20 mph limits should be introduced including Mugdock Road.</li> </ul>		
<b>Parking</b>			
<b>25. Produce a Parking Strategy for East Dunbartonshire</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Pavement parking is an issue which needs to be sorted.</li> <li>Residents parking permits should be introduced in problem areas.</li> <li>Parking charges in town centres are detrimental to the town centre. Period of free parking should be introduced.</li> <li>Parking charges are positive as it ensures there will be spaces to use the town centre.</li> <li>Neighbouring streets to rail stations are blocked by commuter parking.</li> <li>More parking is required at rail stations.</li> <li>A travel survey could help understand behaviours related to parking at rail stations.</li> <li>Parking around schools is an issue and school placement requests should only be granted when the school are able to provide adequate drop-off/pick-up facilities.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>SPT fully support this action as a key local policy tool for demand management.</li> <li>MCC commented that the strategy should review the impact of existing parking charges and their effectiveness.</li> <li>BRA and MRA feel the parking charges have had an adverse impact on local businesses. A loop bus could be a potential alternative. It is stated that the current parking charges are unpopular.</li> </ul>	No	<p>This action will be retained.</p> <p>Individual comments and concerns will be recorded and will help the Council deliver a Parking Strategy for East Dunbartonshire.</p>

Action	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>• Cycling UK welcome this action and recommend the strategy includes the introduction of a Workplace Parking Levy for towns in East Dunbartonshire to promote public transport and active travel.</li> <li>• Cycling UK urge the strategy to include bicycle parking and that greater enforcement of parking issues is required especially with the introduction of new parking prohibitions in the Transport (Scotland) Act 2019.</li> <li>• Gil Paterson MSP recommended cancelling short term parking charges as Milngavie Town Centre is suffering through lower footfall and through a survey he conducted with local traders.</li> <li>• MERA are generally supportive of parking charges as the purpose has been achieved in freeing up space from commuter parking. MERA would however support allowing the first half hour/hour free to encourage footfall.</li> <li>• MERA highlighted commuter parking as a major problem in Milngavie and pointed out proposed development in Killearn which may exacerbate this problem.</li> <li>• SNH welcome this action and welcome actions intended to reduce car use and increase use of active travel/public transport</li> <li>• Ross Greer MSP called on the Council to work with the University of Glasgow to relieve parking issues at the Gartcube Campus.</li> <li>• Ross Greer MSP raised concern for the provision of long stay car parking for West Highland Way walkers and requested the Council secure land for a car park in the Milngavie area.</li> <li>• ER said efforts should be made to reduce the number of cars parked on yellow zigzags and pavement parking around</li> </ul>		

Action	Comment(s)	Change required?	Change made / reason for no change
	schools. Suggestions included 'walking buses' and enforcement.		
<b>26. Increase the availability of electric vehicle charging infrastructure</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Comments were supportive of this action including from school pupils.</li> <li>• The speed in which chargers are being installed in East Dunbartonshire needs to be accelerated.</li> <li>• Concentration on Kirkintilloch and Bishopbriggs should be stopped and focus should instead be turned to Bearsden and Milngavie especially the Baljaffray area.</li> <li>• While supporting the action – a more active approach should be taken to shift people away from private cars and onto public transport. Electric vehicles are unlikely to improve the situation in terms of particulate levels as much comes from brakes etc.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• ER noted that while electric vehicles are more environmentally friendly there needs to be more emphasis on integrated public transport systems.</li> <li>• MERA strongly support this action.</li> </ul>	Yes	The wording in the delivery plan has been amended to provide greater detail on how the Council plans to deliver this action throughout the strategy lifetime.

## Bearsden and Milngavie



<b>Bearsden and Milngavie</b>	
<b>Body or person(s) submitting comments on this section:</b>	
<ul style="list-style-type: none"> <li>• Over 120 individual comments from members of the public</li> <li>• Bearsden North Community Council (BNCC)</li> <li>• Bearsden Primary School Parent Council</li> <li>• Burnbrae Residents Association (BRA)</li> <li>• Cycling UK</li> <li>• GoBike</li> <li>• Mains Estate Residents Association (MERA)</li> <li>• Milngavie Community Council (MCC)</li> <li>• Milngavie Heritage Centre Group</li> <li>• Mosshead Residents Association (MRA)</li> <li>• Ross Greer MSP</li> <li>• Scottish Natural Heritage (SNH)</li> <li>• Strathclyde Partnership for Transport (SPT)</li> </ul>	

<b>Action Number</b>	<b>Comment(s)</b>	<b>Change required?</b>	<b>Change made / reason for no change</b>
<b>Active Travel – Walking and Cycling</b>			
<b>27. Active Travel Strategy Actions</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Interest was gathered on the A807 Torrance to Bearsden/Milngavie project and comments expressed a desire for further detail on this project.</li> <li>• School pupils wanted to see something between cycle lanes and cars as otherwise people park on them.</li> <li>• One comment noted that the Council should not neglect the need to drive for residents of peripheral estate.</li> </ul>	No	<p>These actions will be retained.</p> <p>Further detail on each project can be found in the Active Travel Strategy<sup>5</sup>.</p> <p>Action 1.2 – Enhancement of path and cycle network – Milngavie includes investigating the feasibility of a cycle link between Mains Estate</p>

<sup>5</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

Action Number	Comment(s)	Change required?	Change made / reason for no change
	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>GoBike commented that shared use paths are acceptable where usage is low but go against best practice. GoBike also expressed a desire for enhanced cycle access from residential areas to shopping centres and railway stations and noted Milngavie as an example where people should be encouraged to walk/cycle short distances instead of driving.</li> <li>MERA support development of active travel routes as long as they are off-road and have previously proposed an off-road route from Douglas Academy to the Allander Sports Centre.</li> </ul>		and Allander. This project therefore covers the proposal suggested by MERA.
<b>28. Bearsden Town Centre Strategy Actions</b>	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA support this action.</li> </ul>	No	These actions will be retained.
<b>29. Milngavie Town Centre Strategy Actions</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Support for action to link the library/community education centre to the town centre was recorded.</li> <li>One comment also requested the library/community education centre is included in the town centre boundary for planning purposes.</li> <li>One comment questioned why the BID and Milngavie Community Development Trust were listed as partners of this action as there is no route for these groups to consult with the community.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA questioned why the BID and Milngavie Community Development Trust were listed as partners</li> </ul>	No	<p>These actions will be retained.</p> <p>The town centre boundary and any changes to the boundary are determined through the Local Development Plan process. The development of Local Development Plan 2 is ongoing and this comment will be included in this process.</p> <p>The Milngavie Town Centre Strategy lists delivery partners who will either lead or assist in delivering certain actions.</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
	of this action as there is no route for these groups to consult with the community. MERA requested the partners list is widened to include local constituted and elected residents' association.		<p>A number of routes exist for local groups to work together and in partnership to deliver change in the town centre, e.g. Milngavie Umbrella Group (MUG). Through the MUG, the Business Improvement District (BID) is now working closely with a range of local organisations to undertake work such as online and digital marketing of Milngavie. Milngavie Community Council are part of this group and they offer a route to communicate and work with other single interest groups.</p> <p>The wider local community, including voluntary groups and residents associations, will have an important role in delivering the Milngavie town centre strategy. This is outlined in paragraph 4.2 of the strategy<sup>6</sup>. A number of specific actions will require particular community input and in these cases, 'other community stakeholders' has been identified as a lead partner. The Council is also committed to providing support in building up the long term capacity of such groups, to enhance community empowerment, as referred to in paragraph 4.5. It should also be noted that the strategy is subject to a review every two years, to reflect the ongoing delivery of actions and emergence of any new issues.</p>

<sup>6</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/town-centre-strategies>



Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>Public Transport</b>			
<b>30. Deliver an A81 Quality Bus Corridor</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• An express bus service operating on this route was requested</li> <li>• More modern buses were stated as being required</li> <li>• Real time passenger information screens were requested along this route – and to be standard</li> <li>• It was stated that a bus lane will never be possible</li> <li>• Comments were received which requested a bus lane to be introduced on the A81 by removing the existing Bears Way.</li> <li>• School pupils recorded their support for this action stating that this could stop buses being late and that more advertisement of eco-friendly transport was needed.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• MERA strongly support this action and wish it to include a review of the Bears Way. MERA suggested the Bears Way should be removed and off-road paths put in place instead.</li> </ul>	No	<p>This action will be retained.</p> <p>In September 2016, the Council decided to halt progress on delivering Phase 2 of the Bears Way project. Following this Council decision the Bears Way was included as an alternative option in the Transport Options Report and as such has not been carried forward to the LTS Action Plan. The Council will continue to monitor the project.</p>
<b>31. Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Comments were recorded which were in support of increasing parking provision at rail stations for the following reasons: <ul style="list-style-type: none"> <li>- Extra parking required to encourage rail use</li> <li>- Reduced pollution</li> <li>- Reduced traffic</li> </ul> </li> </ul>	No	<p>This action will be retained.</p> <p>Increasing parking provision at rail stations is intended to reduce the number of peak time vehicle traffic travelling to Glasgow and beyond. However, increased parking at stations will also increase peak time vehicle traffic on local streets in the vicinity of the</p>



Action Number	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>- Neighbouring streets are impacted by parking</li> <li>- Increased road safety</li> </ul> <ul style="list-style-type: none"> <li>• One comment was recorded which did not support increasing parking provision at rail stations due to a decking structure likely to affect the distinctive appearance and attraction of an area in a conservation area, e.g. decking at Milngavie station.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• Comments were recorded which were in support of increasing parking provision at rail stations: <ul style="list-style-type: none"> <li>- BNCC stated this will reduce peak time traffic by allowing people to use the train who currently take the car to work. BNCC disagreed with the strategy stating that air quality will be an important consideration in this action due to the reduced levels of peak time traffic.</li> <li>- BRA and MRA noted that due to car parks being full from 8am onwards, neighbouring streets are impacted by parking causing annoyance to local residents and posing a danger to pedestrians. Both groups state that the strategy fails to provide assurances of increased parking provision.</li> <li>- MERA strongly support increasing parking provision including further tiers and decking where possible.</li> </ul> </li> <li>• Comments were recorded which were not in support of increasing parking provision at rail stations:</li> </ul>		<p>station as it will generate capacity for extra vehicles. This must be noted as a serious consideration particularly as the A809 corridor in Bearsden is a designated Air Quality Management Area.</p> <p>The concerns raised by individuals and organisations on the visual amenity of options is detailed within the delivery plan for this action and will therefore form part of the delivery plan as this action becomes a project throughout the lifetime of the strategy.</p> <p>Specific comments raised regarding parking issues in neighbouring streets will also assist the Council in producing a Parking Strategy for East Dunbartonshire (LTS Action 25).</p> <p>The Council already have a committed action (ATS 1.16) to increase secure cycle storage at rail stations and town centres.</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>- MCC stated their opposition to decking at Milngavie station as it would negatively impact on the character of the eastern gateway to Milngavie Town Centre, a conservation area.</li> <li>- Cycling UK stated they believed increasing parking provision at rail stations will just lead to more cars on the road. Cycling UK instead recommended a strategic approach is taken which prioritises: more use of rail by commuters, provision of safe and secure bicycle parking, more and safer cycling lanes to stations and better and more reliable public transport information and options.</li> <li>- Milngavie Heritage Centre Group recorded their opposition to any decking structure at Milngavie station due to the visual impacts on the station building and attractiveness of the area. The group also stated that any increased parking provision or associated traffic management should not detract from the area's townscape.</li> <li>• Other comments included: <ul style="list-style-type: none"> <li>- Ross Greer MSP stated that the use of multi-storey parking solutions should be the last resort once all alternatives have been exhausted. Mr Greer MSP stated his preferred option would be the Allander station with park and ride facilities.</li> <li>- SNH noted it would be good if this action included covered cycle parking.</li> </ul> </li> </ul>		
<b>32. Undertake a study in line with</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Train reliability should be improved</li> </ul>	No	This action will be retained.

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>Scottish Transport Appraisal Guidance on the A81 Corridor to assess options for enabling a shift to sustainable transport, including options for improving performance of the Milngavie railway line</b>	<ul style="list-style-type: none"> <li>School pupils felt trains were way too unreliable.</li> <li>The rail line should be reinstated to dual track.</li> <li>Removal of the Bears Way should be an option in the study.</li> <li>The Council should support improvements on the Milngavie rail line as this is required for Transport Scotland and Network Rail to take action (e.g. Levenmouth)</li> <li>A shift to sustainable transport lacks urgency</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BNCC noted this action was welcome but questioned what specifically is expected to be achieved when there have been at least 3 studies already</li> <li>MERA indicated that relocating or removal of the Bears Way should be an option in this study. MERA referenced the Bears Way and recent road accidents while stating that the Bears Way hindered access for emergency vehicles and caused traffic congestion on surrounding roads.</li> <li>MERA strongly encourage the rail line being reinstated to dual track.</li> <li>Ross Greer MSP welcomed this action and urged the Council to look beyond financial cost and look at economic, environmental and health outcomes as well.</li> </ul>		<p>A STAG study will be completed which will require to be multi-modal and generate options intended to satisfy Transport Planning Objectives which will be borne out of assessing an evidence base.</p>
<b>33. Continue to safeguard land in the emerging Local Development Plan 2 for a potential rail</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>This action was supported. School pupils also supported this action while noting they wouldn't want the station to be delivered on the golf course.</li> </ul>	No	<p>This action will be retained.</p> <p>Options for delivering a rail station at Allander were included in a Scottish Transport Appraisal</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
station at Allander including land for an associated park and ride facility	<ul style="list-style-type: none"> <li>It was requested that delivery of the station is given higher priority within the LTS.</li> <li>Parking provision is required at this site to include spaces for up to 1000 vehicles.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MCC stated a further rail station at Allander is required for the sustainability for Bearsden and Milngavie area. MCC commented that there is currently a lack of space safeguarded and further land should be looked at which is currently owned by Scottish Water. MCC previously submitted this site during the Call for Sites stage of the Local Development Plan 2 process.</li> <li>BRA and MRA suggest that strong Council pressure is required if the Allander station is to be delivered and highlighted Levenmouth in Fife as an example. Both groups stated Transport Scotland should more quickly towards delivering this station. Both groups also called for large amounts of car parking spaces to be provided at the Allander site to reduce traffic flows on the A81.</li> <li>MERA strongly support this action.</li> </ul>		<p>Guidance study which was completed on the A81 corridor in March 2018.</p> <p>The study concluded that options to deliver a station generated “poor value for money” results. It is therefore unlikely that the proposal would progress through Transport Scotland’s Rail Enhancements and Capital Investment Strategy pipeline process – which is a requirement for any rail project to receive approval funding from Transport Scotland.</p> <p>It is therefore an action for the Council - to safeguard against sterilisation - land at Allander for a rail station and an associated park and ride facility.</p>
<b>Roads</b>			
<b>34. Deliver junction improvements on the A81</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>A right-turn filter would help the situation and cause less disruption to residents of Roman Road</li> <li>A right-turn filter was requested at the ASDA/A81 junction.</li> <li>Reference should be made to the A808 Roman Road as it is a key feeder route to the Boclair junction</li> </ul>	No	<p>This action will be retained.</p> <p>The delivery plan for this action details that the Council will undertake a modelling exercise to assess potential solutions for improving the performance of the junctions.</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>Recent road diversions and general bad driver behaviour is causing safety issues for pedestrians as drivers are driving on pavements to move past stationary traffic.</li> <li>Local residents in adjacent streets agree the junction is very busy and at times dangerous and could be improved, however, raised concern about previous gyratory proposal – due to increase of traffic, pollution (noise and air), school access and road safety for young families.</li> <li>The poor operation of the junction has created a rat run through Rannoch Drive/Buchanan Drive.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>MERA support this action and said great care and consultation with residents and users should be undertaken. MERA suggested stopping traffic for a survey to undertake consultation with actual road users.</li> </ul>		It also notes that comments received from local people through this consultation and previous consultations will be taken into account in any decision making process.
<b>35. Improve Canniesburn Toll for all road users</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>One comment noted the difficulties of pedestrians crossing the roads leading to the toll and suggested zebra crossings would help.</li> <li>One comment noted that Drymen is consistently congested at rush hour and action is required to improve traffic flow and air quality</li> <li>One comment requested that no action is included as an option as the toll works well.</li> </ul> <p>Comments from bodies/organisations included:</p>	No	<p>This action will be retained.</p> <p>The action is aimed to improve the operation and layout of the Canniesburn Toll for all road users, i.e. pedestrians, cyclists and motor vehicle users.</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>GoBike support this action while noting that roundabouts and junctions feature highly in the incident statistics for people cycling so were disappointed to see that there is no promise of cycle infrastructure to enable people to negotiate their way through and requested cycle traffic is considered here.</li> <li>MERA requested that no action is included as an option as the toll works well.</li> </ul>		
<b>36. Continue to monitor air quality in Bearsden and deliver actions for improving local air quality in line with obligations for an Air Quality Management Area</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>One comment recorded their support for the action.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BNCC stated that PM<sub>2.5</sub> should also be recorded.</li> <li>MERA support this action.</li> </ul>	Yes	Wording in the delivery plan will be amended to reflect the monitoring the Council is now able to undertake on PM <sub>2.5</sub> . This is due to an upgrade in the continuous air quality monitoring unit at Bearsden Cross in January 2019. This means that from early 2020 onwards the Council will have a full year worth of data to record the levels of PM <sub>2.5</sub> in the Bearsden Cross area.

Comments in the Bearsden and Milngavie area

Theme	Comment(s)	Change required?	Change made / reason for no change
Allander junction	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Comments requested changes were made to the junction of Milngavie Road where the Allander leisure centre is due to the ongoing development in the area and sighted near misses with cyclists.</li> </ul>	No	The Council are currently undertaking work on a study of the junction due to be complete in Spring 2020. Any changes to the junction will be made during construction works on the new Allander Sports Centre.
Bears Way	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Requests were received for the Bears Way to be extended to protect people better</li> <li>Requests were received for the Bears Way not be to extended</li> <li>Requests were received for the Bears Way to be removed to: allow a bus lane to be installed, to avoid traffic congestion and to reduce frustration</li> <li>Cyclists lights were stated as being too bright leading to safety issues for drivers</li> <li>Crossing the cycle lane is an issue</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BRA said they would prefer to see it dismantled due to the number of accidents which have occurred over the past few years.</li> <li>GoBike noted that they were disappointed there was no mention in the Draft LTS of extending the Bears Way as it would make a significant improvement in the area.</li> <li>MERA suggested the Bears Way should be removed and off-road paths put in place instead.</li> <li>Ross Greer MSP said the Council's continued lack of commitment to revisit the Bears Way project is frustrating. He reiterated his call for the project to be reconsidered, with intensive consultation that allows the</li> </ul>	No	In September 2016, the Council decided to halt progress on delivering Phase 2 of the Bears Way project. Following this Council decision the Bears Way was included as an alternative option in the Transport Options Report and as such has not been carried forward to the LTS Action Plan. The Council will continue to monitor the project.

Theme	Comment(s)	Change required?	Change made / reason for no change
	council to clearly communicate the rationale behind the project and gives the community ample opportunity to help shape its future and said leaving the Bears Way unfinished and in a state of limbo is not acceptable.		
Bearsden Cross	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Bearsden Primary School Parent Council suggested a number of alterations and changes to the layout of transport infrastructure at Bearsden Cross and surrounding area. These suggestions centred around relocating the existing bus stop, better pedestrian crossing facilities, extension of 20 mph limit, speed cameras, and closing the roads outside the school at peak times.</li> </ul>	No	The Council monitors these issues on a regular basis.
Bus provision	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>A lack of bus service provision especially in the Baljaffray and Mosshead areas.</li> <li>Issue of the 60A service no longer terminating at Buchanan Bus Station and the associated issues this poses for elderly and vulnerable residents of East Dunbartonshire.</li> <li>Request for express bus services from Bearsden and Milngavie to Glasgow</li> <li>Concern that Council officers do not support vulnerable bus routes</li> </ul>	No	<p>The LTS explains in detail the roles and responsibilities of delivering bus service provision in Scotland and the limitations for the Council getting involved directly with this. However, in line with Action 13 of the LTS, the Council is committed to working together with SPT and bus operators to encourage the provision of local bus services in East Dunbartonshire in order to provide an important foundation for growing bus patronage and service provision in the future to ensure bus is an attractive travel option.</p> <p>The detailed comments received on specific bus issues will be help the Council in delivering on Action 13.</p>



Theme	Comment(s)	Change required?	Change made / reason for no change
Loop bus	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Requests for the Council to run a loop bus service which operates in Bearsden and Milngavie and connects residential areas to the town centres and rail stations.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BRA and MRA requested the LTS include an action that sees a loop bus service which connects residential areas to the town centres and rail stations. Both groups said that failure for this to happen would increase reliance on the private car and increase social isolation.</li> <li>Ross Greer MSP noted his disappointment that the loop bus proposal has not been taken forward and pointed out that the Transport (Scotland) Act 2019 provided an ideal way for the Council to invest in this project which would reduce congestion and go a way towards resolving pollution problems.</li> </ul>	No	<p>The Transport (Scotland) Act 2019 allows local transport authorities to run services which require a Public Service Vehicle operator's licence to do so – a provision which wasn't previously available as the Draft LTS was produced.</p> <p>The local transport authority for the East Dunbartonshire area is SPT, therefore this new provision is for SPT to use.</p> <p>As included in the delivery plan of Actions 1 and 13 – the Council will work with SPT to explore opportunities the Transport (Scotland) Act 2019 provides for enhancing bus provision and patronage in the area.</p> <p>Action 10 aims to develop options for improving the offer of community transport in East Dunbartonshire. Community transport can also assist in being a community led transport solution allowing people to stay independent, including offering older people and groups an opportunity to access local services.</p> <p>The MyBus service which is operated by SPT also provides an opportunity for people to</p>

Theme	Comment(s)	Change required?	Change made / reason for no change
			access local services such as shopping, GP appointments, visiting friends, attending local clubs and much more. More information on how the MyBus can be used and information for booking the service can be found on SPTs website <sup>7</sup> .
Milngavie to Mugdock	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>One comment noted this option was sifted out following the Transport Options Report stage. It was suggested that improvements are made to an old path along bank of Allander water from Khyber pass to Milngavie Golf Club.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Ross Greer MSP noted his disappointment that this option was sifted out following the Transport Options Report stage. While noting the issues Mr Greer MSP called on the Council to actively work with stakeholders to create a more visitor-friendly network of paths, local information and signage.</li> </ul>	No	<p>Improving walking access to Mugdock Country Park was included in the Transport Options Report as a preferred option. However, the Council began initial feasibility work on this project and due to a number of issues including environmental, topographical and land ownership, the project will not be progressed at this time.</p> <p>The Council has developed a new Walking and Cycling Map and are beginning work on renewing the signage and information on local routes to provide consistency with the new map<sup>8</sup>.</p>
Planning	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Concerns regarding new development proposals and potential implications for the transport network</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BRA and MRA expressed concern regarding new development proposals and potential implications for the</li> </ul>	No	The Council is in the process of producing Local Development Plan 2 which will set out the Council's long-term land use strategy and is intended to guide development and regeneration strategies by clearly illustrating where and how new development should take place.

<sup>7</sup> <http://www.spt.co.uk/bus/mybus/>

<sup>8</sup> <https://www.eastdunbarton.gov.uk/residents/sport-leisure-parks/parks-gardens-and-open-spaces/healthy-habits-and-walking>

Theme	Comment(s)	Change required?	Change made / reason for no change
	<p>transport network and that the LTS had given little consideration to this.</p> <ul style="list-style-type: none"> <li>• MERA support a policy of safeguarding the former St.Joseph's Primary School site as an early years nursery and health hub and recommended safeguarding public transport, parking and access to the site.</li> </ul>		<p>The Council completed consultation on the Main Issues Report in December 2019. The Main Issues Report sets out a series of preferred options for future development across a range of issues, including transport. The Main Issues Report also includes a number of reasonable alternatives for each issue. The Main Issues Report has been developed following an extensive early engagement period and evidence gathering exercises. The early engagement sought views on transport and a transport and air quality appraisal was produced as part of the evidence gathering.</p> <p>The Council is preparing a Proposed Plan following a period of consultation on the Main Issues Report. The Proposed Plan will be submitted to the Scottish Government and be subject to a period of examination.</p>
Shared use paths	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• BRA expressed concern about a recent TRO which was raised "Proposed Redetermination of Means of Passage on the A81" which they cite as being a most unwelcome and dangerous proposal</li> </ul>	No	<p>The 'Proposed East Dunbartonshire Council (A81 Milngavie Road and A81 Maryhill Road, Bearsden) (Redetermination of the means of passage to be by pedal cycle and foot only) Order' proposes to make 3 short sections of footway shared use paths for pedal cycle and foot only.</p>

Theme	Comment(s)	Change required?	Change made / reason for no change
			It is considered necessary to make the above Order as areas of the lengths of footways are required to be used by cyclists and pedestrians and to enhance road safety.
Taxi ranks	Comments from members of the public included: <ul style="list-style-type: none"> <li>There was a request for dedicated taxi ranks in Bearsden and Milngavie town centres</li> </ul>	No	The Council is currently proposing to create new taxi ranks in these town centres.

## Bishopbriggs, Torrance, Balmore and Bardowie



<b>Bishopbriggs, Torrance, Balmore and Bardowie</b>
<b>Body or person(s) submitting comments on this section:</b>
<ul style="list-style-type: none"> <li>• 11 individual comments from members of the public</li> <li>• Extinction Rebellion (ER)</li> <li>• GoBike</li> </ul>

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>Active Travel – Walking and Cycling</b>			
<b>37. Active Travel Strategy Actions</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• The Torrance to Birdston path needs better drainage</li> <li>• A route could be provided from the town centre to the canal through Bishopbriggs Golf Club or Balmuirdy Road</li> <li>• Signage should be erected at Cadder Bridge to divert cyclists off of the east side of the canal.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• ER referred to the biennial monitoring report for the Active Travel Strategy that a feasibility study for the A803 corridor had been completed and any action would depend on the outcome of the Bishopbriggs Town Centre Strategy.</li> <li>• GoBike said the A807 justified segregated cycle lanes along its length and said that off road routes will not generally replace segregation on main routes.</li> <li>• GoBike also said Bishopbriggs is a hostile place for cycling and that infrastructure to the railway station and into Glasgow should be considered as a minimum.</li> </ul>	No	<p>These actions will be retained.</p> <p>Work to progress improvements on the A803 is included in Action 41 and will form part of Action 45.</p> <p>Detailed comments on individual actions will assist the Council in delivering them and the aims of the Active Travel Strategy and LTS to increase the number of journeys made by walking and cycling.</p>

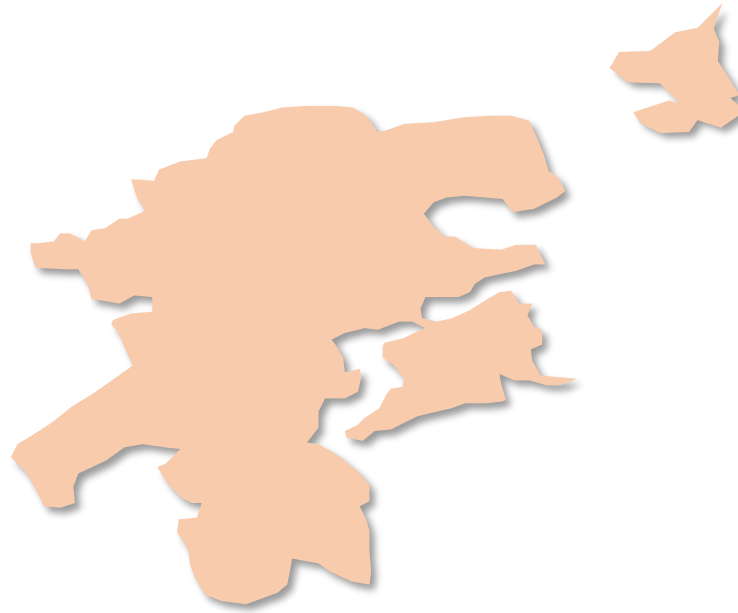


Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>38. Bishopbriggs Town Centre Strategy Actions</b>	No comments were received on this action.	No	This action will be retained.
<b>39. Deliver improvements to the Bishopbriggs path network</b>	No comments were received on this action.	No	This action will be retained.
<b>Public Transport</b>			
<b>40. Investigate the feasibility of a Bus Park and Ride adjacent to Westerhill Road and rail line</b>	No comments were received on this action.	No	This action will be retained within the overall programme of works to deliver the City Deal project.
<b>41. Deliver an A803 Quality Bus Corridor</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Comments were supportive of this action.</li> <li>• Cycling this route was raised as an issue and it was questioned why the A803 was still cycle lane free.</li> <li>• Digital examples of reallocated road space were submitted.</li> <li>• School pupils said that long traffic on the route was an issue for them as they were delayed on the bus.</li> </ul>	No	This action will be retained within the overall programme of works to deliver the City Deal project.
<b>42. Deliver an integrated transport hub in Bishopbriggs town centre</b>	No comments were received on this action.	No	This action will be retained within the overall programme of works to deliver the City Deal project.
<b>43. Deliver a bus hub in Auchinairn</b>	No comments were received on this action.	No	This action will be retained.

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>44. Continue to safeguard land in the emerging Local Development Plan 2 for a potential rail station at Westerhill including land for an associated park and ride facility</b>	No comments were received on this action.	No	This action will be retained.
<b>Roads</b>			
<b>45. Work on developing a Glasgow City Region City Deal project for East Dunbartonshire</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Comments requested cycle lanes were installed on the Bishopbriggs Relief Road and A803 as part of the design.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>ER said the 5<sup>th</sup> phase of the Bishopbriggs Relief Road was required urgently in order to provide new cycle and footways on the stretch as Westerhill Road remains unsafe for all, especially school pupils and that new infrastructure was required here to enable modal shift and meet the LTS TPOs.</li> </ul>	No	<p>This action will be retained.</p> <p>The delivery plan of this action details that the project will include completing the final phase of the Bishopbriggs Relief Road, improving public transport, creating better active travel connections and delivering improvements to the town centre.</p> <p>As part of this the Council will work collaboratively with SPT and Glasgow City Council to identify opportunities to enhance the A803 as a key bus corridor through East Dunbartonshire and Glasgow City as well as creating cross-boundary active travel links.</p>
<b>46. Continue to monitor air quality in Bishopbriggs and deliver actions</b>	No comments were received on this action.	No	This action will be retained.

Action Number	Comment(s)	Change required?	Change made / reason for no change
for improving local air quality in line with obligations for an Air Quality Management Area			

## Kirkintilloch, Lenzie, Waterside and Twechar



<b>Kirkintilloch, Lenzie, Waterside and Twechar</b>
<b>Body or person(s) submitting comments on this section:</b>
<ul style="list-style-type: none"> <li>• 15 individual comments from members of the public</li> <li>• GoBike</li> <li>• Kirkintilloch Community Council (KCC)</li> <li>• Lairdsland Primary School Parent Council</li> </ul>

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>Active Travel – Walking and Cycling</b>			
<b>47. Active Travel Strategy Actions</b>	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• It isn't clear what the improvements will be.</li> <li>• Many people are put off active travel due to the busy main roads between towns.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• GoBike said that as these towns were to some extent dormitory locations for people who commute to Glasgow, priority should be put into improving cycle routes to railway stations.</li> <li>• KCC and Lairdsland Primary School Parent Council support the development of Kirkintilloch as an active travel town and want to work with the Council to develop actions that can demonstrate how an active travel town can be achieved.</li> <li>• KCC also highlighted the work they have undertaken – in partnership with the local community and the Council – to produce a Plan on a Page Travel Strategy for Kirkintilloch.</li> </ul>	Yes	<p>The delivery plan has been amended to provide greater detail on the work the Council can do in partnership with KCC to develop a package of measures which will contribute to Kirkintilloch being an Active Travel Town.</p> <p>KCC has also been included as a potential funding and delivery partner.</p>

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>48. Kirkintilloch Town Centre Masterplan Actions</b>	No comments were received on this action.	No	These actions will be retained.
<b>49. Draft Hillhead and Harestanes Place Plan Actions</b>	No comments were received on this action.	No	These actions will be retained.
<b>50. Continue to work with SPT to investigate ways of improving bus provision between Kirkintilloch, Lenzie and Woodilee</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Not much evidence of this happening</li> <li>• Woodilee is a very large development with many children and elderly residents who might use a bus</li> </ul>	No	This action will be retained.
<b>51. Improve the layout and associated transport infrastructure in Kirkintilloch Town Centre through a refresh of the Kirkintilloch Town Centre Masterplan</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Requests for Cowgate to be pedestrianised and the Townhead area to be upgraded.</li> <li>• Parked cars form hazards especially when parked on the pavement and sometimes with engine idling.</li> <li>• Make Union Street a one way street as cars are weaving in and out of parked cars.</li> </ul>	No	<p>This action will be retained.</p> <p>This action will include improving the Townhead area and wider town centre.</p> <p>As detailed in the delivery plan for this action, the Council will foster strong partnership working with community groups, including Kirkintilloch Community Council to deliver a refreshed Town Centre Masterplan.</p> <p>Action 25 will set out the Council's parking policy and strategy for parking management in town centres.</p>



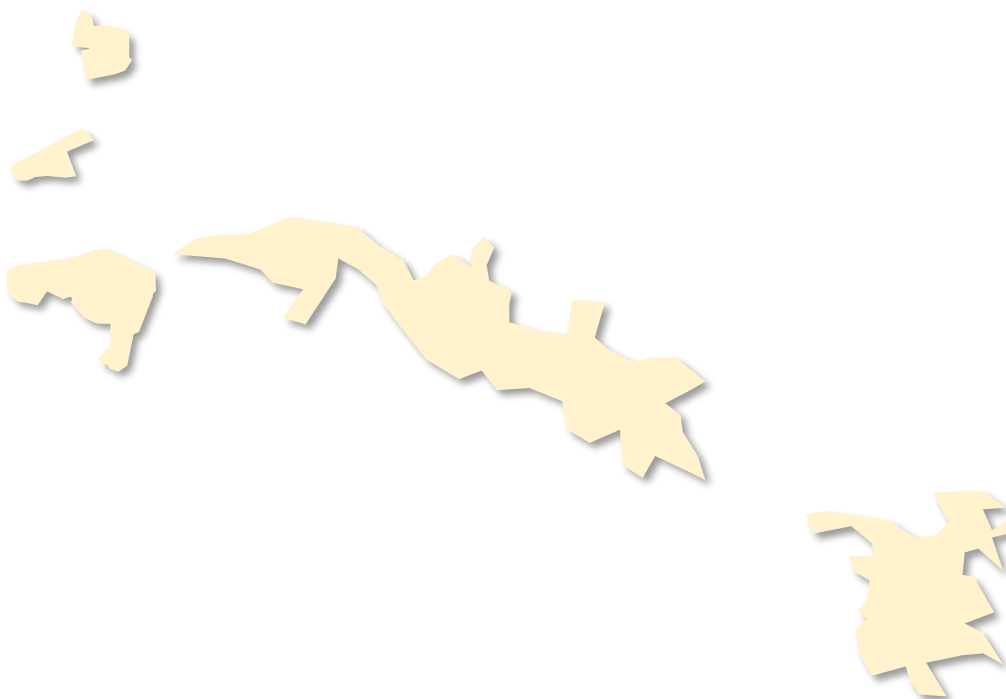
Action Number	Comment(s)	Change required?	Change made / reason for no change
			Action 15 details the Council's plan for reducing engine idling.

#### General comments

Theme	Comment(s)	Change required?	Change made / reason for no change
Bus provision	Comments from members of the public included: <ul style="list-style-type: none"> <li>More bus provision should be available in the Lindsaybeg Road area</li> <li>Harestanes struggles for evening bus services</li> </ul>	No	<p>The LTS explains in detail the roles and responsibilities of delivering bus service provision in Scotland and the limitations for the Council getting involved directly with this. However, in line with Action 13 of the LTS, the Council is committed to working together with SPT and bus operators to encourage the provision of local bus services in East Dunbartonshire in order to provide an important foundation for growing bus patronage and service provision in the future to ensure bus is an attractive travel option.</p> <p>The detailed comments received on specific bus issues will be help the Council in delivering on Action 13.</p>
Cowgate	Comments from members of the public included: <ul style="list-style-type: none"> <li>One comment asked for the space to be returned to what it was</li> <li>One comment asked the Council for clarity on the situation – either keep the traffic lights or take them away completely and for signage to be erected.</li> </ul>	No	The Council are monitoring the project and a report on the monitoring will be presented to Council in 2020.

Theme	Comment(s)	Change required?	Change made / reason for no change
Luggie Park	Comments from members of the public included: <ul style="list-style-type: none"> <li>One respondent requested a pedestrian crossing is put in at Luggie Park entrance on Waterside Road as the speed of traffic is a safety concern for residents and children.</li> </ul>	No	This detailed comment will be used to inform Action 24 which is to  ‘Implement appropriate measures for reducing vehicle speeds to enhance the appeal of sustainable Travel’

## Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie



<b>Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie</b>
<b>Body or person(s) submitting comments on this section:</b>
<ul style="list-style-type: none"> <li>• 5 individual comments from members of the public</li> <li>• GoBike</li> <li>• SPT</li> </ul>

Action Number	Comment(s)	Change required?	Change made / reason for no change
<b>Active Travel – Walking and cycling</b>			
<b>52. Lennoxtown Place Plan Actions</b>	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>• SPT indicated they should be included as a potential funding and delivery partner for this action.</li> <li>• GoBike noted that improving cycling infrastructure in this area will help attract tourists to the area but recommended that cycling infrastructure should also encourage locals to cycle to shops and schools.</li> </ul>	Yes	SPT has been included as a potential funding and delivery partner for this action.
<b>53. Work with operators and SPT to ensure the continuation of express services from Campsie Glen to Glasgow</b>	Comments from members of the public included: <ul style="list-style-type: none"> <li>• One comment recommended the Council is more proactive in pursuing SPT to promote bus services that people will use. The comment also suggested the X85 bypasses Lenzie and the Council provides a separate bus for Lenzie Academy pupils.</li> </ul>	No	<p>This action will be retained.</p> <p>This action is for the Council to work alongside SPT and operators to ensure the continuation of bus services through promotional actions and enhanced service information. This can be a combined approach from all parties which is why the action is for partnership work.</p> <p>The X85 service is run commercially by First Bus therefore it is within their gift to decide the route the service takes.</p>
<b>54. Lennoxtown Place Plan Actions</b>	Comments from bodies/organisations included:	Yes	SPT has been included as a potential funding and delivery partner for this action.

Action Number	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>SPT indicated they should be included as a potential funding and delivery partner for this action.</li> </ul>		

#### General comments

Theme	Comment(s)	Change required?	Change made / reason for no change
Active travel	Comments from members of the public included: <ul style="list-style-type: none"> <li>One comment asked for paths to be put in at new felling spots in forestry around Lennoxtown.</li> <li>One comment asked for a cycle/footpath to be constructed between Lennoxtown and Fintry.</li> </ul>	No	Forestry Commission Scotland have included designs for new paths as part of their latest plans for felling in the area. Specific comments on active travel routes will help the Council deliver the current Active Travel Strategy and help inform the initial evidence gathering for a refresh.
Strathkelvin railway path	Comments from members of the public included: <ul style="list-style-type: none"> <li>Two comments requested the Strathkelvin railway line was reopened with stops at Kirkintilloch, Milton of Campsie and Kirkintilloch and criticised the strategy for not being ambitious enough.</li> </ul>	No	The LTS has a role as coordinating transport spend and transport projects over a 5 year period in order to facilitate delivery against the Transport Planning Objectives. Therefore, the strategy has to focus on the deliverability of actions and prioritise actions which can be delivered and will help the Council work towards its stated objectives.

## Comments on the Draft Local Transport Strategy as a whole





Area wide
Body or person(s) submitting comments on this section:
<ul style="list-style-type: none"> <li>• 20 individual comments from members of the public</li> <li>• Bearsden North Community Council (BNCC)</li> <li>• Bearsden Primary School Parent Council</li> <li>• Burnbrae Residents Association (BRA)</li> <li>• Cycling UK</li> <li>• Extinction Rebellion (ER)</li> <li>• Gil Paterson MSP</li> <li>• GoBike</li> <li>• Kirkintilloch Community Council (KCC)</li> <li>• Lairdsland Primary School Parent Council</li> <li>• Milngavie Community Council (MCC)</li> <li>• Mosshead Residents Association (MRA)</li> <li>• Network Rail</li> <li>• Paths for All</li> <li>• Ross Greer MSP</li> <li>• Scottish Natural Heritage (SNH)</li> <li>• Strathclyde Partnership for Transport (SPT)</li> </ul>

Theme	Comment(s)	Change required?	Change made / reason for no change
Ambition of the strategy	Comments from members of the public included: <ul style="list-style-type: none"> <li>• The strategy is not ambitious enough</li> <li>• Councillors need to be more ambitious</li> <li>• There needs to be more ambition and urgency to encourage an uptake in active travel such as segregated cycling infrastructure</li> </ul>	Yes	A new action has been created which will see the Council produce a new Active Travel Strategy for East Dunbartonshire. The new Active Travel Strategy will reflect the Council's commitment to tackling climate change and the national and regional policy and funding position regarding active travel.

Theme	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>The commitment from the Council to active travel is a disgrace.</li> <li>The strategy is not ambitious or urgent enough in tackling climate change and more needs to be done to meet Government targets.</li> <li>School pupils stated that climate change was the existential crisis that we face and the Council do not concentrate on this enough. School pupils also commented that the Council was hypocritical on its stance on climate change.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>GoBike stated that while the strategy is a useful basis for further, more detailed work, they are disappointed the strategy does not commit to linking towns and village centres by safe segregated cycle infrastructure.</li> <li>Cycling UK said the Draft LTS fails to meet the needs of a Climate Emergency and must go back to the drawing board and be significantly improved by adding ambitious actions to reduce emissions.</li> <li>Paths for All highlighted that given the climate emergency we face, we cannot settle for business as usual – or just doing the wrong thing better.</li> <li>ER questioned the use of the ‘ongoing’ and ‘long-term’ timescales as vague and not ambitious enough to tackle climate change and work towards the net zero emission target by 2025 set by the Scottish Government.</li> <li>BRA and MRA said more fundamental differences are required to how public transport is provided.</li> </ul>		<p>The ‘ongoing’ timescale refers to actions which will be delivered throughout the strategy on a continuous basis, e.g. Action 20 – maintaining roads and footways will be a ongoing action as it will be done throughout the 5 year timescale of the LTS.</p> <p>The LTS has a role as coordinating transport spend and transport projects over a 5 year period in order to facilitate delivery against the Transport Planning Objectives. Therefore, the strategy has to focus on the deliverability of actions and prioritise actions which can be delivered and will help the Council work towards its stated objectives.</p> <p>The Transport (Scotland) Act 2019 includes new provisions for local bus services in Scotland. As stated earlier in this report the Council will work with SPT to explore opportunities the Transport (Scotland) Act 2019 provides for enhancing bus provision and patronage in the area.</p>

Theme	Comment(s)	Change required?	Change made / reason for no change
Background data	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>It was questioned whether traffic volume data was included in the strategy.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BNCC said it would have been useful to include some data on road capacity and that this could help inform Local Development Plan 2.</li> </ul>	No	<p>Traffic counts are undertaken twice a year at various locations throughout the authority area. This data was used as part of the evidence base and a summary is included in the LTS Background Report.</p> <p>The Council has produced a Monitoring Statement as part of the process of delivering Local Development Plan 2. It includes a number of supporting appendices including Appendix 7 Site Assessments, which contains a Transport and Air Quality Appraisal. The Monitoring Statement is also an evidence report on all of the subject policies within the Plan, including transport. As work is progressed to delivering LDP2, further work on analysing the capacity of the road network will be undertaken.</p> <p>A governance review was completed as part of the process in developing a new National Transport Strategy and National Transport Strategy 2 has recognised that there is a case for change in transport governance and work will continue with the Roles and Responsibilities working group. The Council will work with SPT and COSLA to understand any potential new governance arrangements as and when they are developed by the Roles and Responsibilities working group.</p>

Theme	Comment(s)	Change required?	Change made / reason for no change
Detail	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Some comments raised that little detail was included of what the actions were.</li> </ul>	Yes	The delivery plans included in the action plan have been reviewed and further detail included where possible.
National Transport Strategy 2	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>Cycling UK noted that the TPOs were closely aligned with the Priorities of the National Transport Strategy 2.</li> <li>Bearsden Primary School Parent Council noted that the National Transport Strategy 2 was now statutory meaning there was now a much more robust management of the transport system to reduce its impact on health and the environment. The Parent Council encouraged the Council to make their plans similarly robust.</li> <li>BRA and MRA said the strategy fails to take proper account of the Priorities defined in the National Transport Strategy 2.</li> </ul>	Yes	<p>The Background Report details national, regional and local policy related to the development of the LTS. This included a summary of the National Transport Strategy.</p> <p>On July 31 2019, the Government published a draft National Transport Strategy 2. In line with Action 1, the Council responded to this consultation and the response can be viewed online<sup>9</sup>.</p> <p>As included in Cycling UKs response - the Transport Planning Objectives reflect the Priorities in National Transport Strategy 2 well.</p> <p>However, the Council will update the Background Report with a summary of National Transport Strategy 2 and integrate any key policy implications into the final LTS.</p>
Support	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>SPT support of the actions set out in the LTS and look forward to working with the Council to progress these towards achieving the objectives and in the development of the Regional Transport Strategy.</li> </ul>	No	The Council will build on these positive responses to inform production of the final LTS.

<sup>9</sup> [https://consult.gov.scot/transport-scotland/national-transport-strategy/consultation/view\\_respondent?sort=excerpt&order=ascending&b\\_index=0&uuld=399772471](https://consult.gov.scot/transport-scotland/national-transport-strategy/consultation/view_respondent?sort=excerpt&order=ascending&b_index=0&uuld=399772471)

Theme	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>MCC is broadly supportive of the proposals for Milngavie. Aside from the specific comments noted above on specific action points they support all other proposed general action points (1-26) and those specifically relating to Milngavie (27-36).</li> <li>Gil Paterson MSP is generally, very pleased with the content of the action plan in relation to initiatives to be undertaken in his constituency.</li> <li>KCC noted their thanks for offering up a strategy where sustainable transport and active travel are at the heart. KCC also noted there is excellent coverage of their community views within it while noting it is important the Council and Community Council do not lose sight of them.</li> <li>Lairdsland Primary School Parent Council noted their thanks for offering up a strategy where sustainable transport and active travel are at the heart.</li> <li>BNCC said the draft strategy as a whole provides a very comprehensive overview of the area with some very useful statistics and welcomed the action plans.</li> <li>Network Rail were happy with the contents</li> </ul>		
Too much emphasis on cycling	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>Some comments said that the strategy focuses too much on increasing participation of cycling.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>BRA and MRA both said cycling is given too much emphasis in the strategy as it can't be an effective alternative mode of transport for the majority of commuters. Both groups also felt cycling has made</li> </ul>	No	<p>The benefits of increasing the participation levels of walking and cycling is detailed on pages 11 and 12 in the Draft LTS and includes improving the environment, reducing inequality and improving health.</p> <p>Increasing participation levels of walking and cycling is a priority for the Scottish</p>

Theme	Comment(s)	Change required?	Change made / reason for no change
	conditions more dangerous for the elderly and vulnerable members of the community.		Government and is set out in their Active Travel Framework <sup>10</sup> .
Transport Planning Objectives	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>• Ross Greer MSP supports the TPOs.</li> <li>• SNH supports the TPOs in particular the focus of a shift to sustainable travel.</li> <li>• Bearsden Primary School Parent Council welcomed the focus of the Draft LTS on improved environment, reduced inequality and improved health.</li> <li>• Cycling UK welcomed the TPOs</li> </ul>	No	The TPOs will be retained within the final LTS.

<sup>10</sup> <https://www.transport.gov.scot/publication/active-travel-framework/>

## General Comments

Area wide
Body or person(s) submitting comments on this section:
<ul style="list-style-type: none"> <li>• 20 individual comments from members of the public</li> <li>• Bearsden North Community Council (BNCC)</li> <li>• Burnbrae Residents Association (BRA)</li> <li>• Extinction Rebellion (ER)</li> <li>• Kirkintilloch Community Council (KCC)</li> <li>• Lairdsland Primary School Parent Council</li> <li>• Mosshead Residents Association (MRA)</li> <li>• Paths for All</li> <li>• Ross Greer MSP</li> </ul>

Theme	Comment(s)	Change required?	Change made / reason for no change
Active travel	Comments from bodies/organisations included: <ul style="list-style-type: none"> <li>• ER said there is a lack of spaces on ScotRail services for bikes which inhibits people making sustainable travel choices.</li> </ul>	No	Abellio are the current operators of ScotRail and are responsible for the integration of modes on their services. Further information on bringing bikes on ScotRail services can be found on their website <sup>11</sup>
Behaviour change	Comments from members of the public included: <ul style="list-style-type: none"> <li>• Driver attitudes won't be changed by the Council.</li> <li>• There should be an emphasis on improved public transport services to provide alternative to people driving.</li> </ul>	No	The first TPO of the strategy is to facilitate a shift to more sustainable modes of travel. There are therefore a number of actions contained within the strategy which are aimed at delivering more attractive

<sup>11</sup> <https://www.scotrail.co.uk/plan-your-journey/cycling/bikes-trains>



Theme	Comment(s)	Change required?	Change made / reason for no change
			alternatives to driving in order to facilitate achievement of this objective.
Climate change	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• Paths for All and Ross Greer MSP quoted the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 including their tougher targets for reduction emissions.</li> </ul>	Yes	The Draft LTS referred to the Climate Change (Scotland) Act 2009, however, the final LTS will reflect this new piece of legislation.
Governance	<p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• BRA and MRA both stated that the Council should work with other local authorities to persuade the Scottish Government to enhance the powers of SPT or create a new transport authority like Transport for London that can cover bus, rail and subway for the region.</li> </ul>	No	In line with Action 1 – the Council responded to the consultation for the Draft National Transport Strategy 2. In particular there was a response on the future of the regional governance model. The response can be viewed online <sup>12</sup> .
Planning	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• The level of house building should be stopped as the transport network cannot cope.</li> </ul> <p>Comments from bodies/organisations included:</p> <ul style="list-style-type: none"> <li>• BNCC requested how air quality legislation impacts on air quality as a material planning consideration for planning applications.</li> </ul>	No	<p>The Council is in the process of producing Local Development Plan 2 which will set out the Council's land use strategy and is intended to guide development and regeneration strategies by clearly illustrating where and how new development should take place.</p> <p>The Council completed consultation on the Main Issues Report in December 2019. The Main Issues Report sets out a series of preferred options for future development across a range of issues, including transport. The Main Issues Report also includes a number of reasonable alternatives for each</p>

<sup>12</sup> [https://consult.gov.scot/transport-scotland/national-transport-strategy/consultation/view\\_respondent?sort=excerpt&order=ascending& b\\_index=0&uuld=399772471](https://consult.gov.scot/transport-scotland/national-transport-strategy/consultation/view_respondent?sort=excerpt&order=ascending& b_index=0&uuld=399772471)

Theme	Comment(s)	Change required?	Change made / reason for no change
			<p>issue. The Main Issues Report has been developed following an extensive early engagement period and evidence gathering exercises. The early engagement sought views on transport and a transport and air quality appraisal was produced as part of the evidence gathering.</p> <p>The Council is preparing a Proposed Plan following a period of consultation on the Main Issues Report. The Proposed Plan will be submitted to the Scottish Government and be subject to a period of examination.</p> <p>Further information on the Council's process for including air quality in the planning process can be found in the Air Quality Planning Guidance<sup>13</sup>.</p>
Process	<p>Comments from members of the public included:</p> <ul style="list-style-type: none"> <li>• Community engagement should continue.</li> <li>• The online form was difficult to use.</li> <li>• The consultation wasn't well advertised.</li> <li>• The design of the LTS and consultation materials was very good and very clear. This helped understanding and discussion at the drop-in sessions.</li> </ul> <p>Comments from bodies/organisations included:</p>	No	<p>The Council carefully planned this period of consultation and advertised through the methods explained in Section 3 of this report.</p> <p>The online form consisted of 3 questions which was designed to make it as simple as possible for people to express their views. This was in response to feedback received during the Transport Options Report stage.</p>

<sup>13</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/planning-guidance>

Theme	Comment(s)	Change required?	Change made / reason for no change
	<ul style="list-style-type: none"> <li>ER said it was difficult to access the documents in the libraries.</li> <li>ER said the documents were on the whole, quite difficult to read and cross-reference.</li> </ul>		<p>The Council were pleased with the response to the design and engagement of the strategy and associated materials.</p> <p>Copies of the strategy and associated environmental report were available in all libraries throughout the authority area. Paper response forms were also made available. All the documents were also available online.</p>

## 6. Moving Forward

### Final Local Transport Strategy

A final Local Transport Strategy will be produced and adopted by the Council and work will begin on delivering the Strategy to achieve the Transport Planning Objectives

4

### Monitoring

Ongoing monitoring will be carried out by the Council to record the delivery of the actions and measure the success of the Strategy against achieving the Transport Planning Objectives. A Monitoring Plan is set out in Section 9.

3

### Consultation

A final period of consultation is being held to allow stakeholders an opportunity to express any final, detailed comments on how the Local Transport Strategy will be delivered. Details of how you can respond are included in Section 2.

3

### Draft Local Transport Strategy

The results of the consultation period were incorporated into the development of this Local Transport Strategy. A summary of the development of the options following the consultation process is included in Section 7 and the draft Action Plan is in Section 8.

2

### Transport Options Report

A number of options were generated, sifted and developed to satisfy the Transport Planning Objectives. These were presented in a Transport Options Report. The Report set out the Council's preferred and alternative options.

1

### Analysis of problems and opportunities

This was carried out through a review of the current transport network, transport statistics, relevant policy and consultation with local stakeholders. This analysis is detailed in the Background Report and summarised in Section 4.

### Objective Setting

The analysis of problems and opportunities formed the evidence base from which Transport Planning Objectives were derived. The objectives set a direction for the Strategy to work towards. The Transport Planning Objectives are explained in Section 5.

Future work

Ongoing

Complete

The results of this period of consultation will be help the Council prepare a final Local Transport Strategy 2020-2025. 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>

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