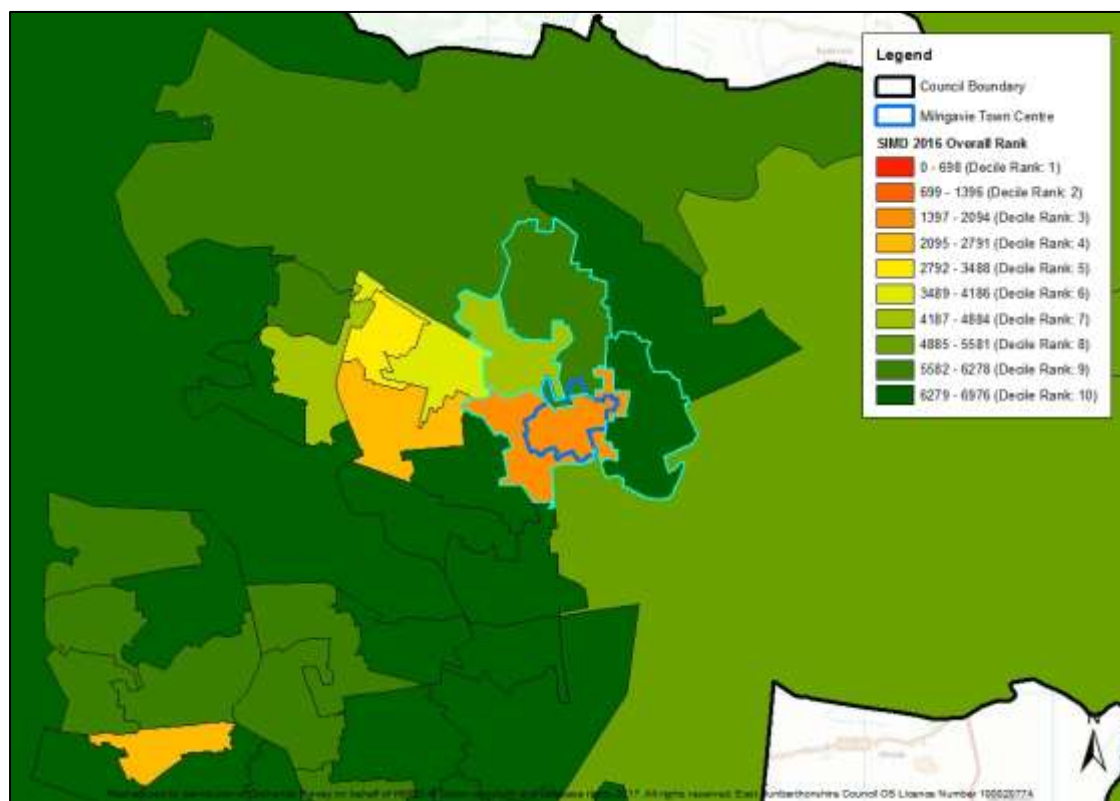


# Milngavie Town Centre Strategy

## Evidence and Health Check

## Report

July 2017



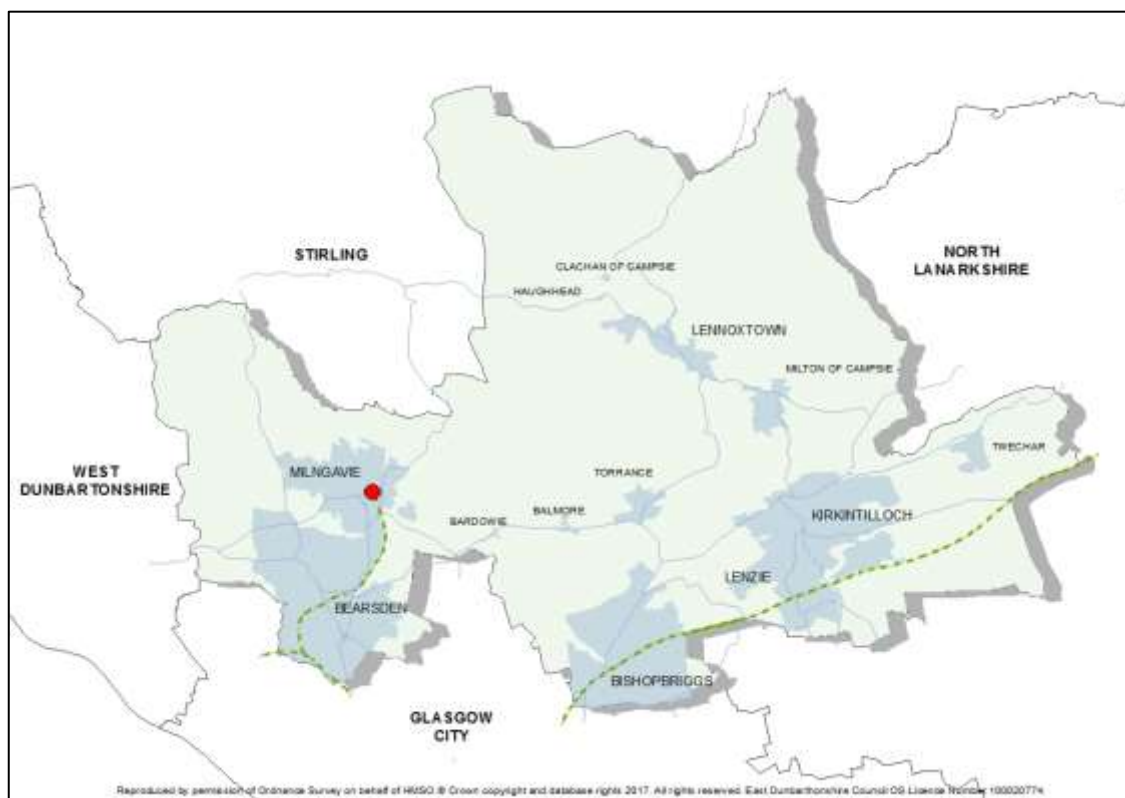
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## 1. Introduction

- 1.1. This report is intended to present an overview of current land use data and information relating to Milngavie town centre. The information included within this report is categorised according to the key themes identified during the public consultation exercise in late 2016, and presented in the Report of Consultation. In addition, the report incorporates the findings of a town centre 'health check', carried out by planning officers. Health checks are a requirement of Scottish Planning Policy and are intended to assess the strengths, weaknesses, vitality, viability and resilience of town centres.
- 1.2. Data has also been collated in partnership with other Council services whose remit covers town centres and related activity. Taken together, the information helps us to build a picture of how the town centre is performing, what the priorities are and what the forthcoming Town Centre Strategy should focus on.
- 1.3. It is important to note that the following data and health check information reflects a snapshot in time should not therefore be considered definitive and binding. Instead, it is intended to provide an evidence-based perspective and help inform the preparation of the Town Centre Strategy, which will be adopted as Supplementary Guidance.

Figure 1 – Location Plan



## **2. Demographic and Population Profile**

- 2.1 This section provides a summary of demographic information relating to Milngavie. Data is taken from a range of sources, including the most recent national census (2011), National Records of Scotland (NRS)<sup>1</sup> and the Scottish Index of Multiple Deprivation (SIMD) 2016. The SIMD is a tool for identifying areas of poverty and inequality across Scotland. It is regarded as the official measure of deprivation in Scotland and identifies small area concentrations of multiple deprivation, by assigning each small area (datazone) in Scotland a ranking based its level of deprivation. This information has been also been included in the East Dunbartonshire Area Profile (October 2016)<sup>2</sup>.
- 2.2 The majority of this information is collected according to local datazones – the boundaries of these are shown in Figure 2 below. For context, selected data is also provided at both an Electoral Ward and Local Authority basis. Milngavie town centre is located entirely within the Milngavie Electoral Ward (Figure 3).
- 2.3 The most recent Census in Scotland was conducted by National Records of Scotland and took place during March 2011 and involved around 2 million households. All released data is available on the Scotland's Census website<sup>3</sup>. According to the 2011 Census, East Dunbartonshire has an estimated population of 105,026, a decrease of 3,217 (-3%) since the 2001 census. In contrast Scotland's population increased by 5% since the last census, this represents the fastest growth rate between two censuses in the last century.
- 2.4 East Dunbartonshire has a decreasing and ageing population. This is highlighted through the population projections in 2012 that by the year 2037 East Dunbartonshire's population will be 98,696 with a large increase in the 75+ age group and a projected decline of 13% of the under 16 age group in comparison to the 2012 population statistics. The number of people aged over 65 years old is forecast to increase by 11,500 people between 2012 and 2037.

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<sup>1</sup> <https://www.nrscotland.gov.uk/>

<sup>2</sup> <https://www.eastdunbarton.gov.uk/statistics-facts-and-figures>

<sup>3</sup> <http://www.scotlandscensus.gov.uk/>

Figure 2 - Datazones surrounding Milngavie Town Centre

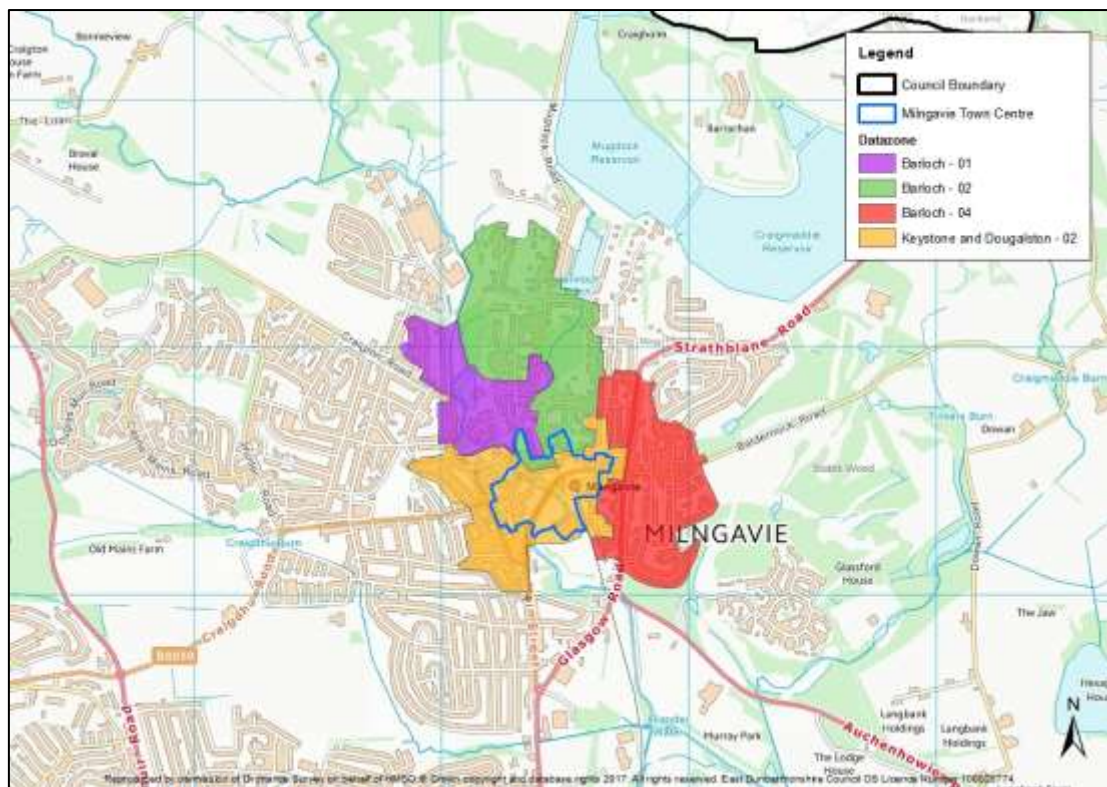
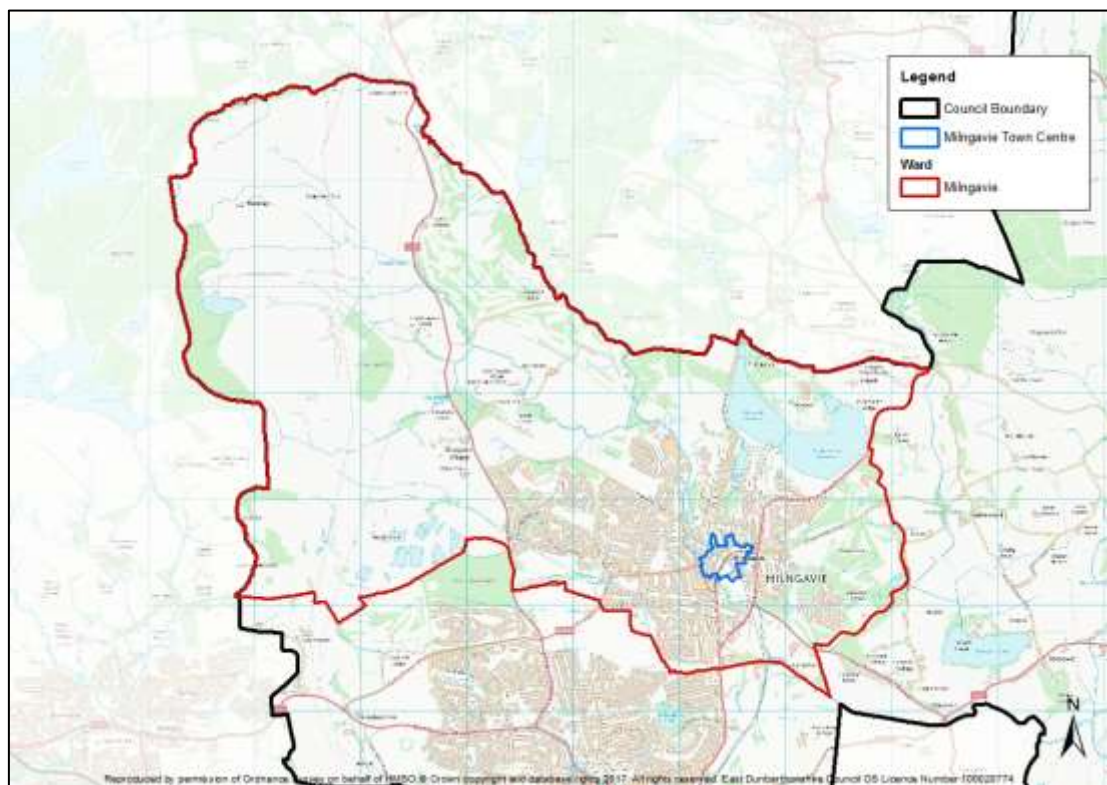


Figure 3 - Milngavie Electoral Ward



## Population

### Overall Population

	Population (2015)	% Male	% Female
East Dunbartonshire	106,960	48.4%	51.6%
Milngavie Ward	13,445	48.0%	52.0%
Barloch - 01	685	47.0%	53.0%
Barloch - 02	616	49.4%	50.6%
Barloch – 04	985	47.2%	52.8%
Keystone and Dougalston - 02	854	43.2%	56.8%

(Source: NRS 2015-mid year population estimates)

## Age Structure

	% Working Age (16-64 yrs)	% Pensionable Age (65 and over)	% Children (0-15 yrs)	% Adult (16 and over)	Total Number of Dwellings
Barloch - 01	52.4%	32.7%	14.9%	85.1%	359
Barloch - 02	56.5%	26.0%	17.5%	82.5%	287
Barloch – 04	58.0%	28.3%	13.7%	86.3%	443
Keystone and Dougalston - 02	55.2%	33.3%	11.6%	88.4%	559

(Source: NRS 2015 mid-year population estimates)

## Ethnicity

### Broad ethnic group as a percentage of population

	White Scottish	White – Other British	White - Irish	White - Polish	White - Other	Asian (Inc. Scottish or British)	Other ethnic groups
East Dunbartonshire	88.6%	4.8%	1.2%	0.1%	1.1%	3.3%	0.9%
Milngavie	88%	6.6%	1.2%	0.1%	1.2%	2.6%	0.5%

Source: 2011 Census

## Health

### General Health

	Total Pop.	Very good or good health	Fair Health	Bad health or very bad health
East Dunbartonshire	105,026	84.9%	10.8%	4.3%
Milngavie	13,236	85.2%	11.1%	3.7%

Source: 2011 Census

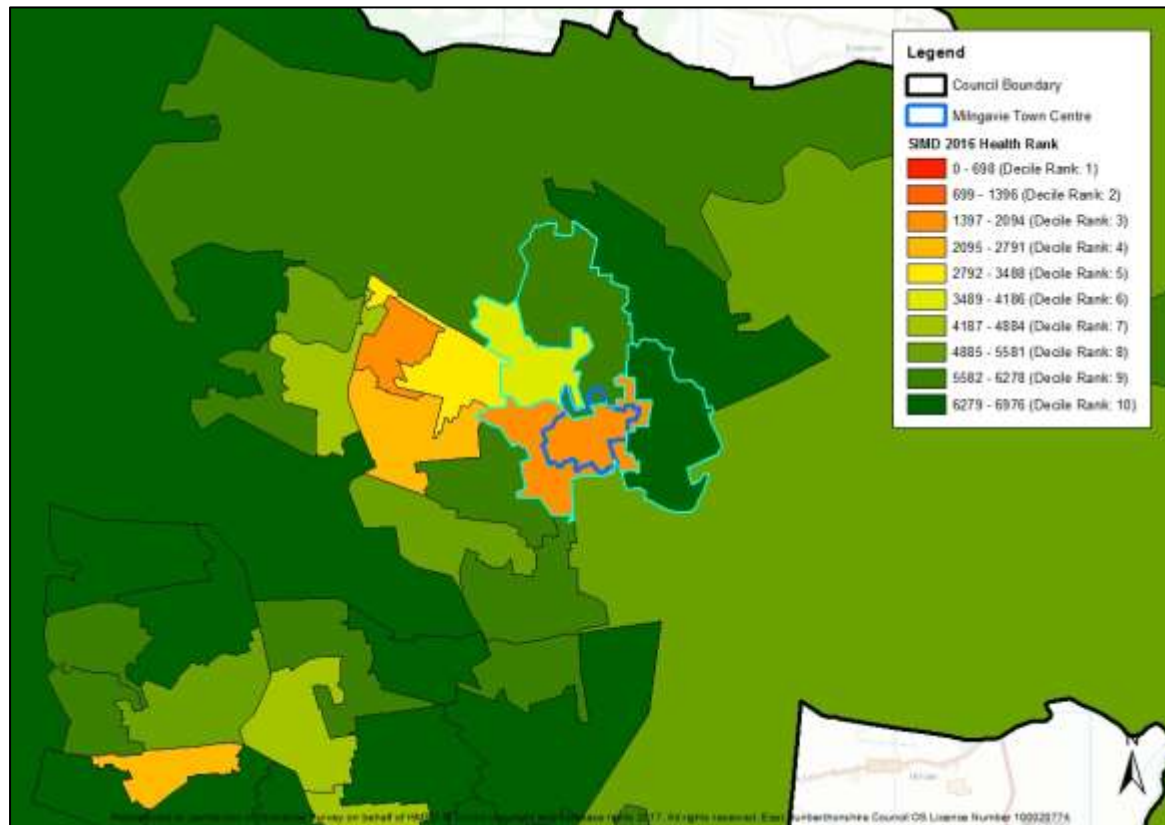


#### Disability or limiting health problem

	Total Pop.	Day to Day activities limited a lot	Day to Day activities limited a little	Day to day activities not limited
East Dunbartonshire	105,026	7.8%	9.5%	82.6%
Milngavie	13,236	7.2%	9.9%	82.9%

Source: 2011 Census

Figure 4 – SIMD Datazone Health Rank



## Employment

Economically Active (all people aged 16-74)

	Employee part-time	Employee full-time	Self-Employed	Unemployed	Full time student
East Dunbartonshire	13.5%	39.7%	8.6%	3.5%	3.9%
Milngavie	14.5%	37.0%	10.1%	2.8%	3.8%

(Source: 2011 Census)

Occupation

	Managers, directors	Professional	Associate & technical	Administration & secretarial	Skilled trades	Caring, leisure & services	Sales and customer services	Process & plant	Elementary
East Dunbartonshire	9.9%	24.6%	14.3%	12.4%	9.8%	8.3%	8.8%	5.0%	6.9%
Milngavie	10.4%	27.7%	15.5%	11.6%	8.7%	7.2%	8.3%	4.1%	6.6%

(Source: 2011 Census)

Figure 5 – SIMD Employment Rank

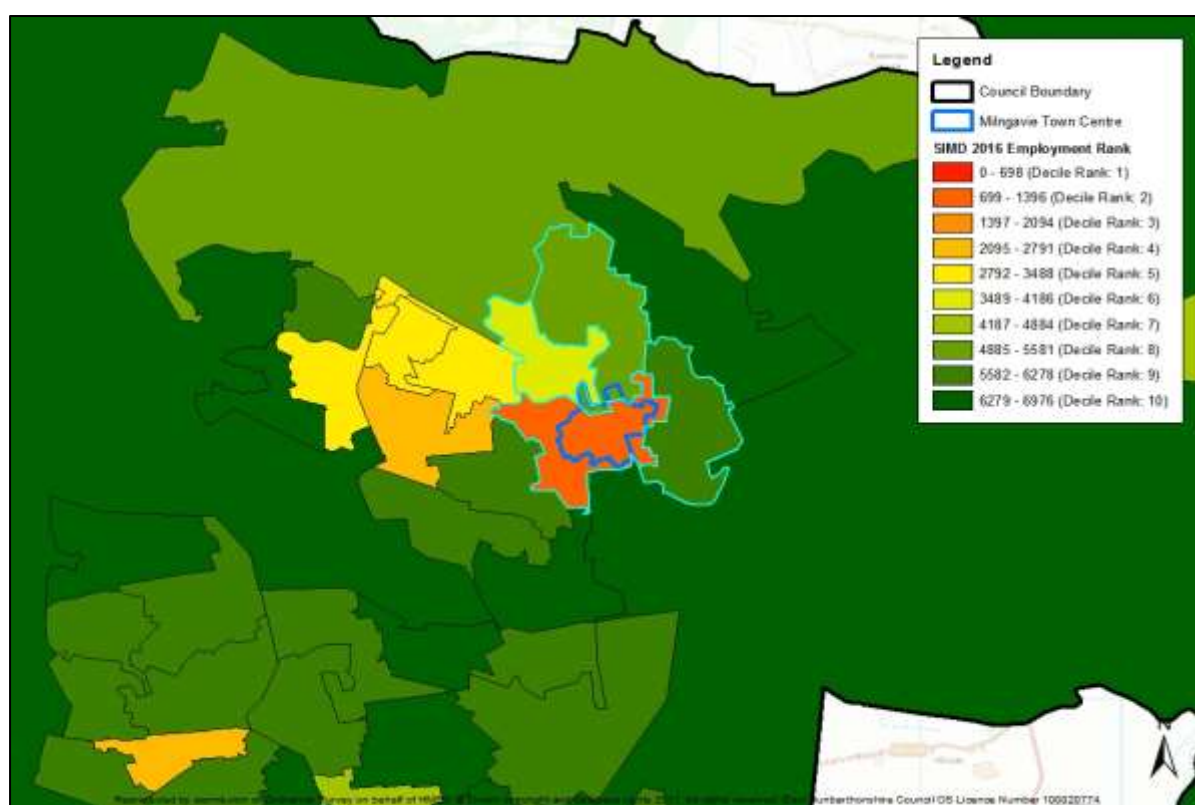
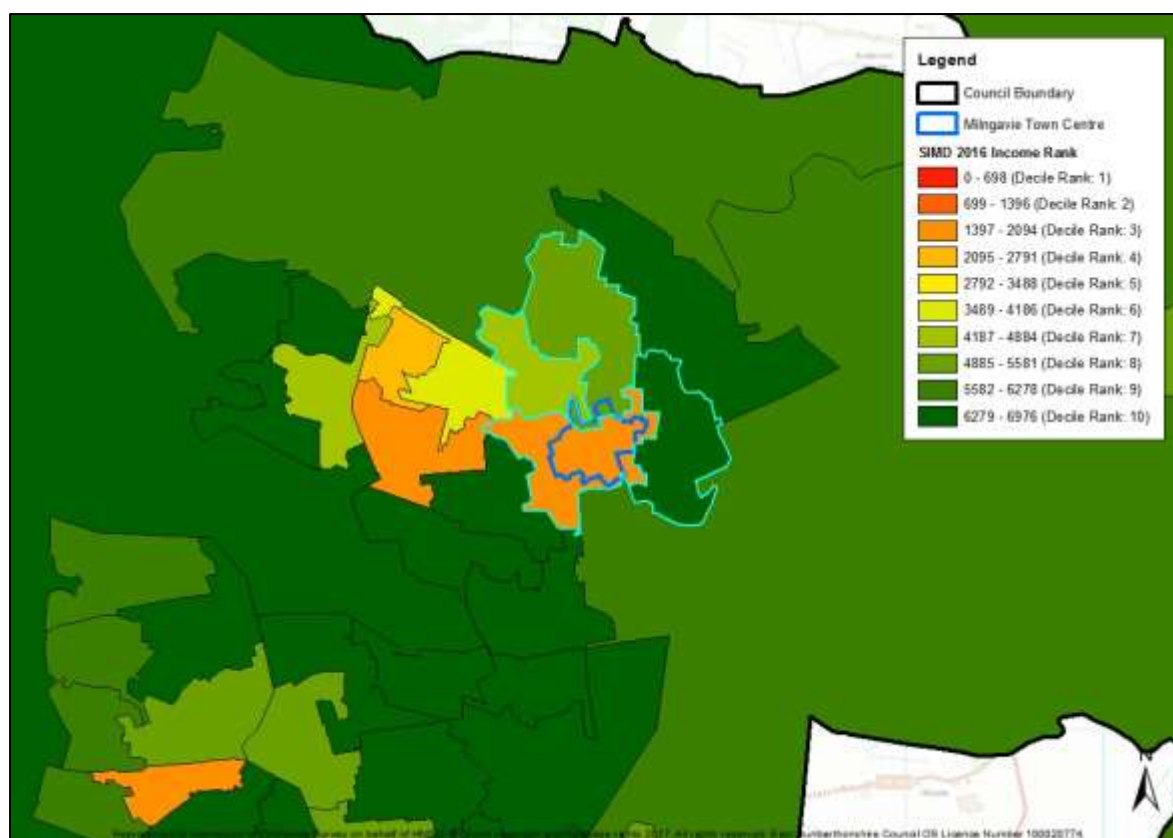




Figure 6 – SIMD Income Rank



## Education

### Highest Level of Qualification

	No qualifications	Level 1	Level 2	Level 3	Level 4
East Dunbartonshire	19.9%	19.3%	16.3%	9.8%	34.8%
Milngavie	18.3%	16.9%	15.5%	9.3%	40.1%

(Source: 2011 Census)

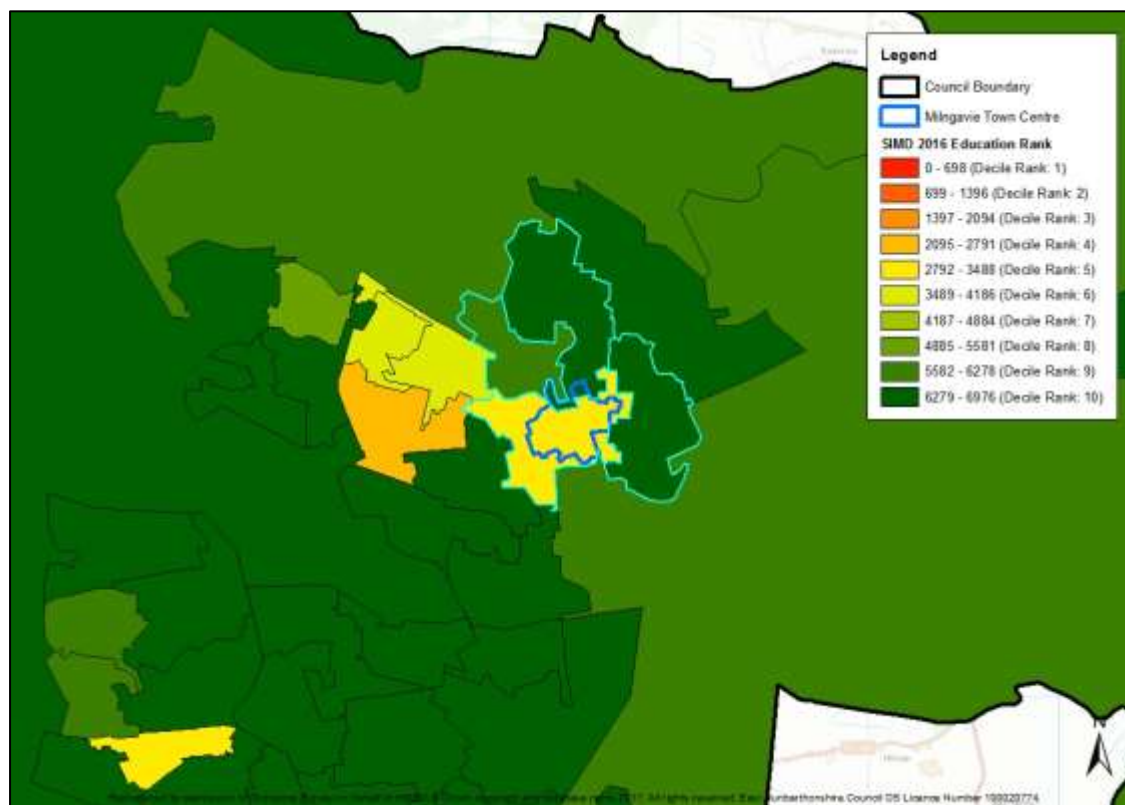
**Level 1:** 0 Grade, Standard Grade, Access 3 Cluster, Intermediate 1 or 2, GCSE, CSE, Senior Certification or equivalent; GSVQ Foundation or Intermediate, SVQ level 1 or 2, SCOTVEC Module, City and Guilds Craft or equivalent; Other school qualifications not already mentioned (including foreign qualifications)

**Level 2:** SCE Higher Grade, Higher, Advanced Higher, CSYS, A Level, AS Level, Advanced Senior Certificate or equivalent; GSVQ Advanced, SVQ level 3, ONC, OND, SCOTVEC National Diploma, City and Guilds Advanced Craft or equivalent.

**Level 3:** HNC, HND, SVQ level 4 or equivalent; Other post-school but pre-Higher Education qualifications not already mentioned (including foreign qualifications)

**Level 4 and above:** Degree, Postgraduate qualifications, Masters, PhD, SVQ level 5 or equivalent; Professional qualifications (for example, teaching, nursing, accountancy); Other Higher Education qualifications not already mentioned (including foreign qualifications)

Figure 7 – SIMD Education Rank



### House tenure

	All househ olds	Owned outright	Owned with mortga ge	Shared ownershi p	Council rented	Other social rented	Private rented	Other rented	Living rent free
East Dunbartonshire	43,473	39.8%	41.4%	0.2%	8.5%	3.5%	5.1%	0.6%	0.9%
Milngavie	5,689	42.5%	38.2%	0.1%	10.5%	2.2%	4.3%	0.7%	1.4%

Source: 2011 Census

### Car ownership

	No cars or vans	One car or van	Two cars or vans	Three cars or vans	Four cars or vans
East Dunbartonshire	19.0%	43.1%	30.2%	6.1%	1.6%
Milngavie	19.1%	43.3%	30.4%	5.6%	1.5%

Source: 2011 Census

### ***Travel to Work - Distance travelled to work***

	Work from home	Less than 2km	2km-5km	5km-10km	10km-20km	20km-30km	30km-40km	40km-60km	60km and over	Other
East Dunbartonshire	9.7%	7.6%	12.8%	30.1%	21.5%	3.6%	1.3%	1.2%	1.9%	10.3%
Milngavie	11.2%	7.8%	7.9%	27.3%	27.0%	3.9%	1.65	0.7%	2.5%	10.1%

Source: 2011 Census

### ***Crime***

East Dunbartonshire is regarded as a safe place to live, with the level of crime being significantly lower than the Scottish average with 493 crimes and offences per 10,000 of the population in 2015/16 compared to the Scottish average of 1,090. The rate of crime per 10,000 population in East Dunbartonshire was lower than the Scottish average in all categories shown in the table below.

No. of crimes and offences recorded by police per 10,000 population (2015/16)

	Non sexual violence	Sexual	Dishonesty	Fire & vandalism	Other crimes	Motor vehicle	Misc offences
Scotland	13	19	216	101	110	317	314
East Dunbartonshire	6	7	126	52	53	112	135

Source: Scottish Government – recorded crime in Scotland

Number of Recorded CCTV Incident Reports

	Theft	Assault	Road Traffic	Anti-Social Behaviour	Vandalism	Total
2016	12	1	2	8	0	23
2015	15	4	2	5	1	27
2014	31	6	6	10	1	54
2013	10	7	2	26	7	52
2012	8	3	4	38	6	59

Source: East Dunbartonshire Customer Services Operations

No. of Fires 2015/16

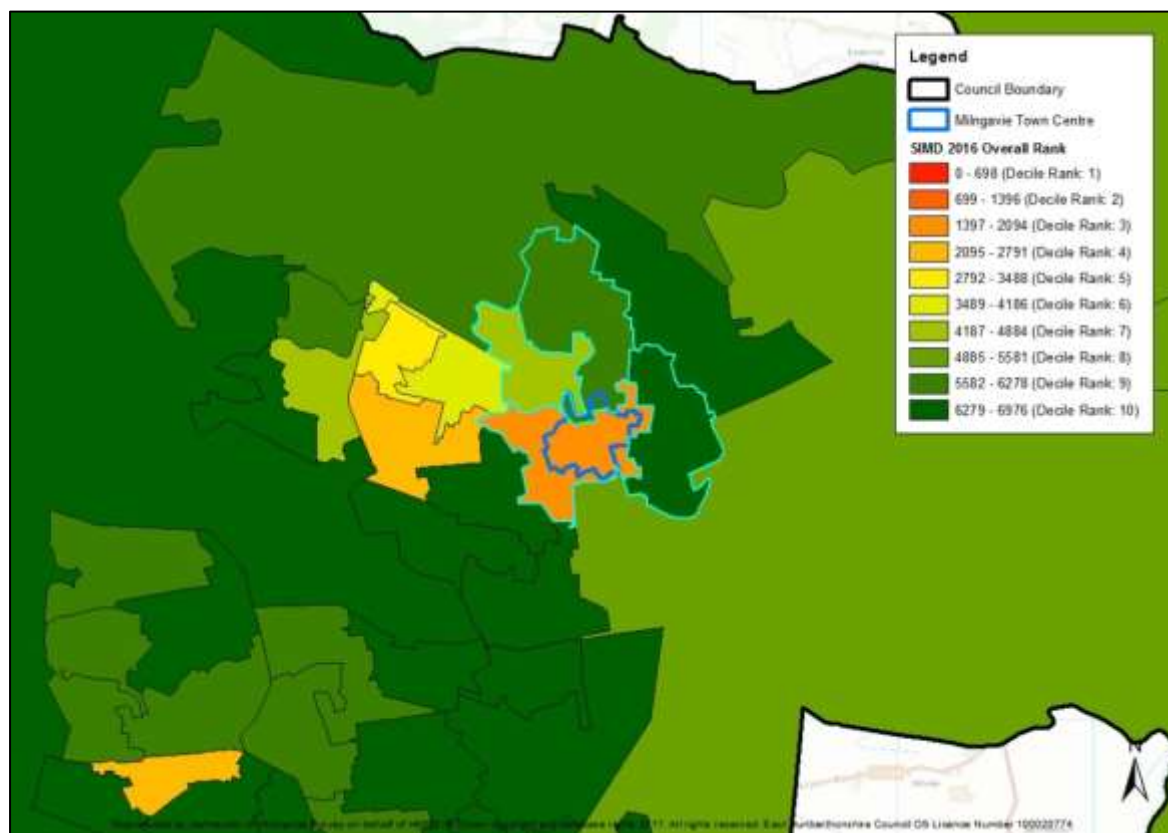
	No. of all deliberate fires	No. of all accidental dwelling fires	No. of all accidental other building fires
East Dunbartonshire	205	71	17
Milngavie	21	7	2

Source: Local Fire and Rescue Plan 2014/17: Progress Report 2015/16

## Overall SIMD Ranking

Taking into account all of the above ratings, it is possible to illustrate the overall SIMD ranking of Milngavie at a datazone level. This is shown in figure 8 below, with Rank 1 being the most deprived and Rank 10 being the least deprived. The majority of the town centre falls within the Keystone and Dougalston (02) datazone, which has an overall decile rank of 3. This is the third lowest SIMD rank and the lowest within the wider Milngavie & Bearsden area. However, the remaining three datazones are all in the top 5 deciles, with Barloch (04) ranked in the top decile. It is clear that there is a high degree of disparity within Milngavie, with the town centre and its immediate surroundings displaying a significantly lower a SIMD rating than the rest of the town.

Figure 8 – SIMD 2016 Overall Rank

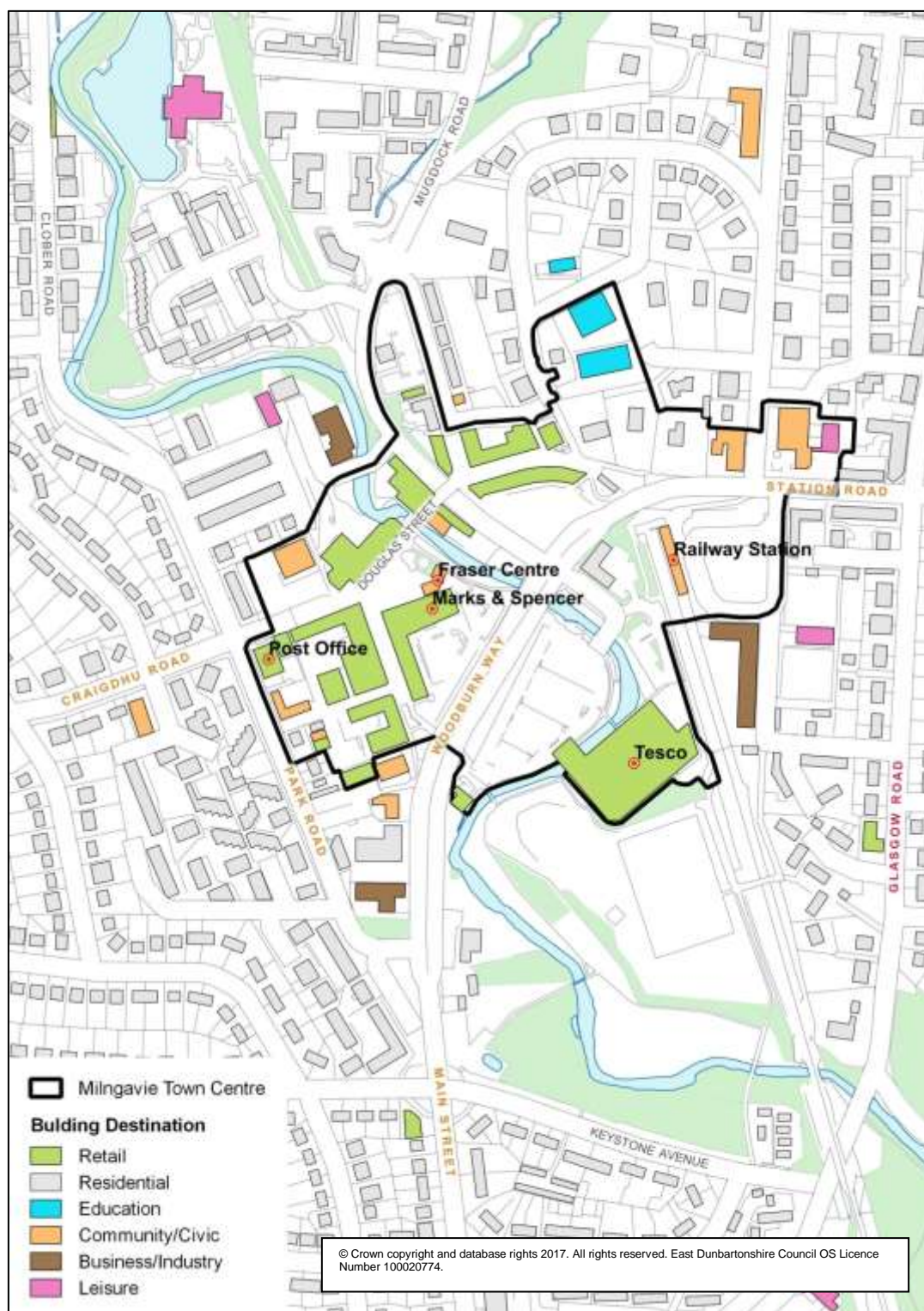




### 3. Retail, Land Use and Economic Functions

This section provides information on the number and types of retail units, together with an assessment of other town centre uses including vacancies. A health check was carried out in summer 2016 and the outcomes have been recorded and incorporated by topic.

Figure 9 – Land Uses within Milngavie town centre and surrounding area



### **3.1 National Retailers**

A wide range of national 'high street' retailers are currently operating within Milngavie town centre, including Tesco, Marks & Spencer, Boots, Costa Coffee, Greggs, Specsavers and Timpson's.

### **3.2 Specialist Retailers**

There is an excellent variety of specialist and boutique retailers, many of which are long established and part of the 'fabric' of the town centre. This includes a wide range of independent food, homeware, clothing and souvenir stores. There is also a weekly outdoor market, mainly selling food and boutique items, taking place on Wednesdays within the main precinct.

### **3.3 Range of food shopping**

The main food offer consists of Tesco (adjacent to Gavin's Mill) and M&S (main precinct). This is supplemented by a small number of independent food retailers located throughout the town centre. There are no recognised 'discounter' shops at present.

### **3.4 Diversity of Units**

Milngavie town centre has a very good range of uses in terms of convenience retailing, professional services, contemporary restaurants, traditional cafes and community resources/assets. There are currently four charity shops: Oxfam, Shelter Scotland, Cancer Research and Barnardos. The town centre does not have a significant level of housing within its boundary. The town centre currently includes seven cafes, one traditional pub, one specialist oriental restaurant and two contemporary restaurants.



### **3.5 Financial and professional services**

At the time of the most recent survey, there were three banks (Clydesdale, Bank of Scotland and Royal Bank of Scotland) within the town centre. There is also a post office, three solicitor offices, accountants and property services.



### 3.6 Presence of medical/health related services

The town centre is well served in terms of medical and health related services. There are five opticians/eyecare specialists, a dentist, health food shop and a number of chemists.

### 3.7 Number of Units

Current Scottish Assessor Association data reports a total of 106 properties within the town centre.

### 3.8 Vacancy Rate

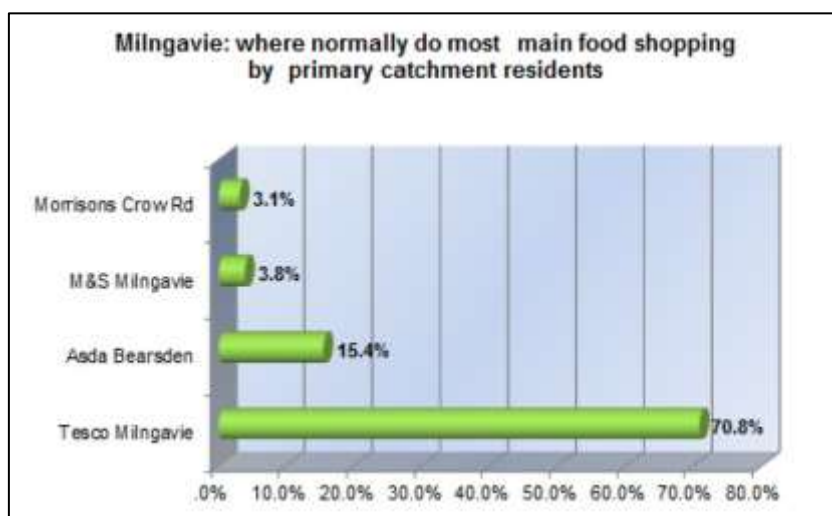
There is just one vacant unit as of April 2017.

### 3.9 WiFi Provision

Milngavie town centre is the only town centre within East Dunbartonshire that offers free public Wi-Fi. The scheme was set up through the [Milngavie Business Improvement District \(BID\)](http://milngaviebid.com/)<sup>4</sup> mechanism and is available in Main Street, Douglas Street, Stewart Street and Mugdock Road. It provides businesses, residents and visitors with free, unlimited internet access.

### 3.10 Retail Capacity Assessment

Research into shopping habits undertaken as part of the most recent Retail Capacity Assessment (2013/14) established that the vast majority of residents within Milngavie do their main food shopping at the Tesco store within the town centre (Gavin's Mill). Smaller proportions visit Asda Bearsden, M&S Milngavie and Morrison's Crow Road (Anniesland).



<sup>4</sup> <http://milngaviebid.com/>

#### Convenience retail floorspace and turnover

	Floorspace (gross)	Turnover £ per sqm	Turnover £million
Tesco, Gavin's Mill	5539	6,636	6.0
M&S Simply Food	1590	6,652	0.7
Other Town Centre Shops	3,556	3,619	7.7

Source: East Dunbartonshire Retail Capacity Assessment 2013/14

The Retail Capacity Assessment concluded that there is no spare capacity for convenience retailing to support additional major retail floorspace up to 2022, from the current over-trading and projected expenditure growth, after taking into account existing planning commitments. However, given the rapidly changing nature of the retail industry, the Council will be updating the Retail Capacity Assessment during the lifespan of the current Local Development Plan, and the outcomes of this will inform the next Local Development 2.

**Summary:** Overall, Milngavie has a relatively healthy local retail sector. There is a high level of diversity in comparison with towns of a similar size and the mix of retail operators is very good. This includes a wide range of food offer comprising major supermarket brands and independent shops. However, there is a noticeable lack of 'discounter' type retailers. Vacancies have remained low throughout the past 10 years, and the town centre has seemingly fared reasonably well since the economic downturn from 2008. Indeed, Milngavie does not appear to have any significant or long term issue with vacancies. The Tesco store is by some distance the main grocery shopping destination for local residents and leakage to stores outwith the area is lower than other towns within East Dunbartonshire.

## **4. Public Realm and Accessibility**

This section provides information on various aspects of the public realm and accessibility within the town centre.

### **4.1 Accessibility**

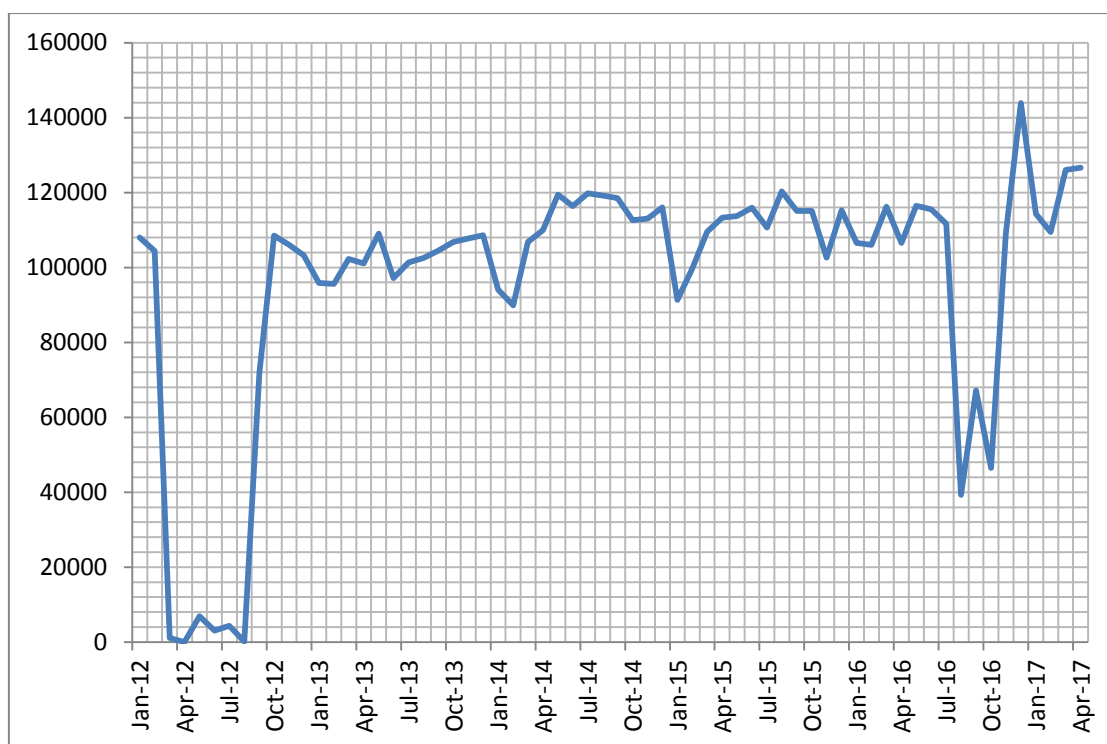
Milngavie is notable for having a largely pedestrianised town centre, making it a highly accessible environment for pedestrians in terms of moving around. There is minimal conflict between pedestrians and vehicular traffic, with two separate underpasses providing access across Woodburn Way and linking the Tesco supermarket and Gavin's Mill with the main part of the town centre. The main conflict locations appear to be the Douglas Street/Craigdu Road junction and the Park Road/Woodburn Way junction.

### **4.2 Footfall**

Footfall is a measure of the number of people using the town centre at a specific point in time. It is counted automatically by detectors, which are placed at strategic locations within the town centre. Calculating footfall is a useful way of monitoring activity rates within town centres, and allows local authorities to determine trends over a period of time. A footfall counter is located on the Douglas Street bridge over Allander Water, close to the West Highland Way marker.

The graph below (figure10) illustrates monthly data recorded since 2012, allowing us to view the overall trend and seasonal disparities.

Figure 10 – Town Centre Footfall, January 2012 to April 2017



Overall, the data shows a slight year-on-year increase in footfall for the period 2012 to 2017. It should be noted that there was a fault with the counter between March and October 2012, which explains the sharp decline in that period. There are a number of other declines, notably in 2016, although these do not seem to have affected the broader upward trend. It is notable that the summer/winter differences in footfall do not seem as pronounced as other town centres within East Dunbartonshire<sup>5</sup>.

### 4.3 Cycling Infrastructure

Loop style cycle stands are located in six different locations throughout the town centre (or on the fringes), and extensive covered provision at Milngavie Railway Station.

### 4.4 Signage and Navigation

Good signage throughout, including traditional raised signposts and up to date maps at eye level. The maps are easy to follow and direct users to key transport links, car parks, bus stops and landmarks. The also indicate the precise location of specific units.



<sup>5</sup> <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/town-centre-strategies>

#### 4.5 Appearance and Architectural Quality of buildings

The majority of buildings are modestly scaled. Only the flats at Stewart Street, the telephone exchange, the converted Old Parish Church and the primary school exceed 2 storeys. Older buildings flanking the precinct have considerable charm and architectural interest. There is little obvious ornamentation but modest detailing such as date stones, carved pediments on street corners, and roofing features such as projecting rafters, barrel roofed dormers, crenelated chimney pots and conical roofs are evident. These complement the warm stone colours, slate roofs and traditional timber sash and case windows of the older buildings. Ground floor shop fronts tend to be of modern design, though there are exceptions; some shops on Mugdock Road and Station Road still retain original stall risers and pilasters.

Interwar redevelopment projects are marked by the half-timbered façades, rosemary tiled roofs and large astragalled oriel windows on the west side of Main Street (2-14) (these windows one of the more striking architectural features of the CA) and the, albeit low key, cinema architecture over the shops at 40-44 Main Street. Little



changed in the immediate post war decades until the redevelopment and renewal architecture and planning of the 1960's and 70's affected Milngavie as much as any other town or city. Examples are the Post Office; the parade of shops and bank unit at 2-32 Douglas Street; the replacement telephone exchange and the collonaded shops south of the former Black Bull hotel.

The street pattern of Main Street, Douglas Street and Mugdock Road follows the alignment of an established track to Mugdock, with buildings originally grouping around the present bridging point of the Allander. The toll road to Aberfoyle east of the Allander, at its junction with the Baldernock Road, provided a second focus for early development. The intervening open ground then allowed the convenient siting of the railway station close to the historic core. The 'flowing' rather than engineered alignment of the main streets; north/south (Main Street) then northwest/south east (Douglas Street) then east/west (Station Road) and gentle level changes results in a pleasant variety of views through the town centre.

#### 4.6 Cleanliness and Litter

At the time of the most recent health check there was a minimal amount of litter and the level of cleanliness within the precinct area was good. Litter bins are positioned throughout the town centre. Commercial bins are not visible in public areas. No obvious graffiti or fly posting evident.



#### 4.7 Crime and Safety

In terms of security, the town centre is covered extensively by CCTV, which is monitored 24 hours a day, 7 days a week. This is signposted throughout. Milngavie does have issues relating to shoplifting, however personal attacks are rare. The entrances to both underpasses are covered by CCTV, however the underpass itself is not covered and can feel unsafe outside of daytime.



#### 4.8 Street Lighting

Unlike Bishopbriggs and Bearsden, the existing street lighting serving Milngavie Town Centre has not benefitted from upgrading and comprises an installation dating back a further period. The existing lighting infrastructure is not expected to be readily suitable for conversion to LED operation.

#### 4.9 Historic Environment

The town of Milngavie (pronounced 'mill-guy') is in the former Parish of New Kilpatrick, created by the division of the old Parish of Kilpatrick in 1649. Although most of the parish was in Dunbartonshire, Milngavie was for many years in Stirlingshire. The anomaly was removed in 1891, with the transfer of Milngavie to Dunbartonshire. The town was by then a police burgh, a status achieved in 1875. A great deal of interest has centred on the origin of the name "Milngavie," partly because of the unusual pronunciation. The "Miln" is undoubtedly the town's familiar mill on the Allander, but agreement has yet to be reached on the latter part of the name (should it be 'Gavin' or 'Davie'?).



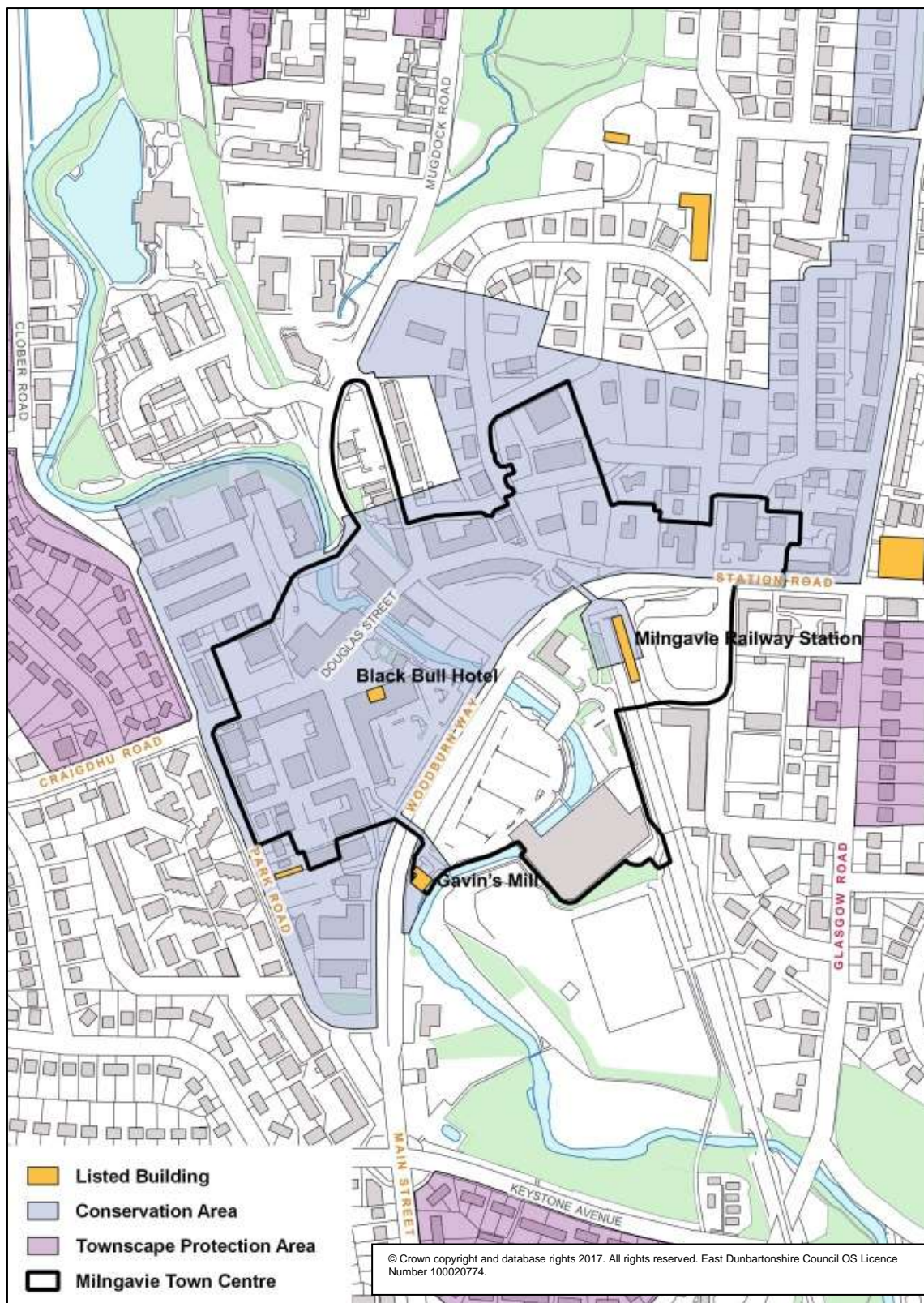
In former times Milngavie was notable for its variety of industry. At different times, over the years, there was a linen mill, bleach works at Clober, Craigallian and Craigton, a calico printfield near the site of the present railway station, a distillery at Tambowie, and a dye works at Burnbrae, while on a site just north of the town centre there was a cotton mill and later a paper mill.

The local Mugdock and Craigmaddie reservoirs fulfil an important role in the supply of water to the city of Glasgow. With the decline of its traditional industries, Milngavie has acquired a reputation similar to that of Bearsden, as a pleasant place for members of the city business and professional community to establish their homes. Milngavie station was opened as long ago as 1863, yet the local railway still fulfils its intended purpose of transporting large numbers of local people into the city each day.

Most of the town centre is covered by Milngavie Conservation Area and contains three listed buildings: Milngavie Station; the Black Bull Hotel; and Gavin's Mill.



Figure 11



**Summary:** Milngavie is notable for being a highly accessible town centre for both public transport users, pedestrians and vehicle drivers. The location of the railway station allows for easy pedestrian access to the main 'precinct' with no interface with road



traffic. Footfall has remained relatively stable throughout the past 5 years, and there has been no obvious declining trend despite the challenges facing town centres generally. Indeed, Milngavie remains a vibrant town centre with a below-average vacancy rate and good take up rate. Overall, it is a safe town centre, although the two underpasses are two blind-spots in terms of CCTV coverage. Various town centre maps located throughout the centre aid navigation. The rich heritage of the town, including the inter-war regeneration projects, is still clearly evident although certain parts of the public realm are starting to look tired and dated. Listed buildings, including Gavin's Mill, the Black Bull hotel and Milngavie Station are all in good condition.

## **5. Access to Community Facilities**

### **5.1 Fraser Centre**

The Fraser Centre is a community run facility located in the heart of Milngavie town centre, and is used regularly for a range of social purposes, community events and meetings. However, use of the building is focused on the morning, and it has limited functionality in late afternoon and during the evening.

### **5.2 Milngavie Town Hall**

Milngavie Town Hall is located at the eastern edge of the town centre and is host to a wide range of music events, markets, public meetings and other community events. It is available for hire via the Council's online bookings system. The hall is conveniently located for Milngavie Station and has a small amount of parking.



### 5.3 Lillie Art Gallery

Currently managed by East Dunbartonshire Leisure & Culture Trust, the Lillie is a purpose built gallery which was opened in 1962. It owes its existence to local banker and artist Robert Lillie (1867-1949), who left a substantial number of his own artworks as well as funds to build the gallery.

Since 1962, this founding bequest of artworks has been developed to form a collection of Scottish art dating from the 1880s to the present day. Around 450 works are contained in the collection, which includes paintings, prints, drawings and a small collection of sculpture and ceramics.

The Lillie is located adjacent to Milngavie Town Hall and directly opposite Milngavie Railway Station, only minutes away from Milngavie town centre and the start of the West Highland Way. The gallery is a short drive from Glasgow city centre, off the A81. Limited car parking is available. There are regular bus services from Glasgow which stop at Milngavie Railway Station.

### 5.4 Milngavie Community Library and Education Centre

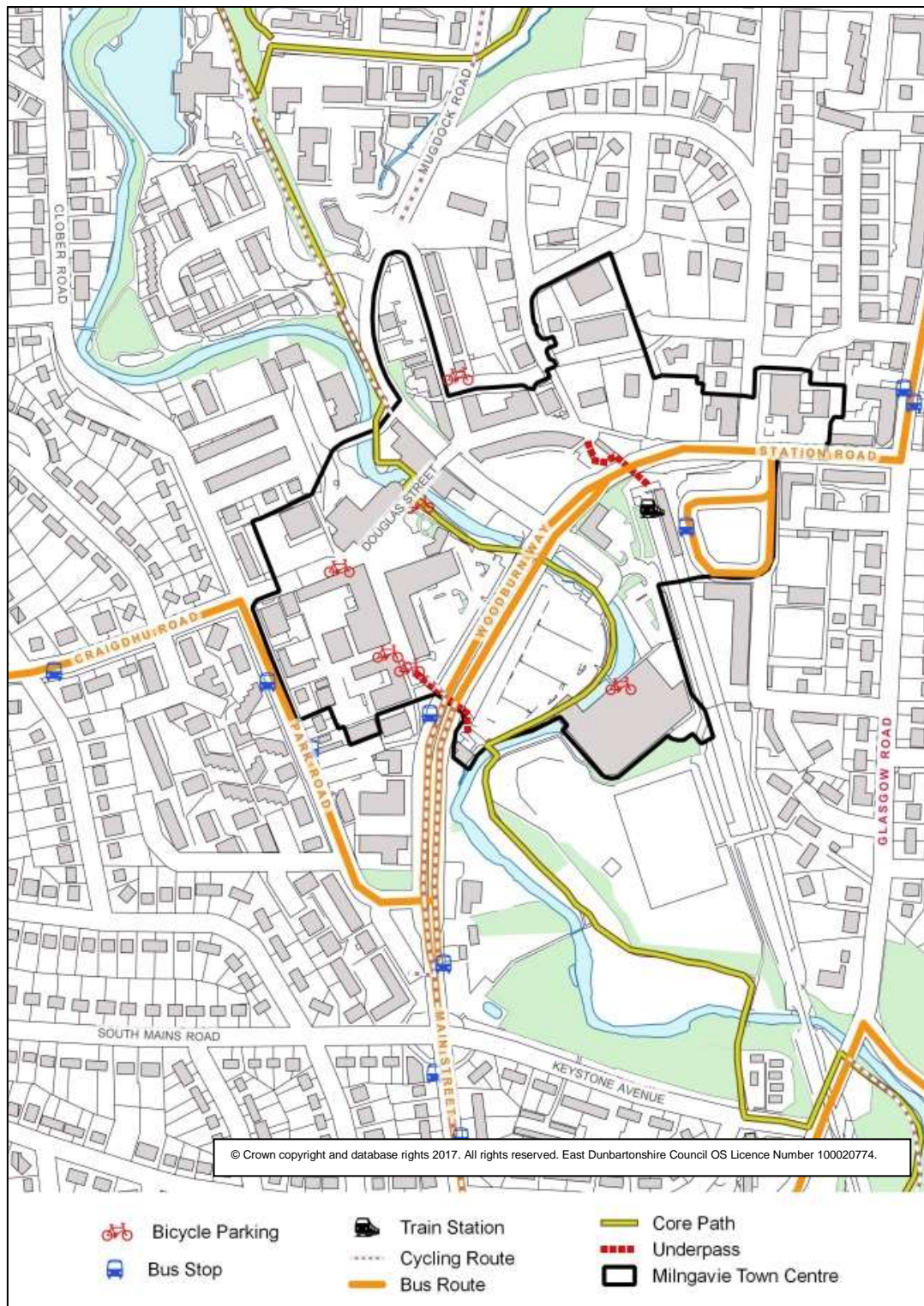
Located to the north of the town centre, the library and education centre is Milngavie's only public library and a focal point for community services and facilities within Milngavie. Parking is available and the venue is also walkable from the town centre via the West High Way path.

**Summary:** Milngavie has a good range of community facilities overall. This includes the well-used Fraser Centre in the heart of the precinct which is an important local resource for social events and meetings, particularly for older people. The Milngavie Town Hall is also an important facility, although is not located in the heart of the town centre. The Lillie Art gallery continues to have a strong reputation for exciting exhibitions and is an important part of the town's cultural identity. Similarly, the library and education centre is an important focal point for a wide range of community services, but is disadvantaged by not being located within the town centre.

## 6. Transport and Parking

This section provides a range of information on traffic flow, parking availability, public transport provision and air quality within Milngavie town centre.

Figure 12 – Transport Infrastructure within town centre and surrounding area

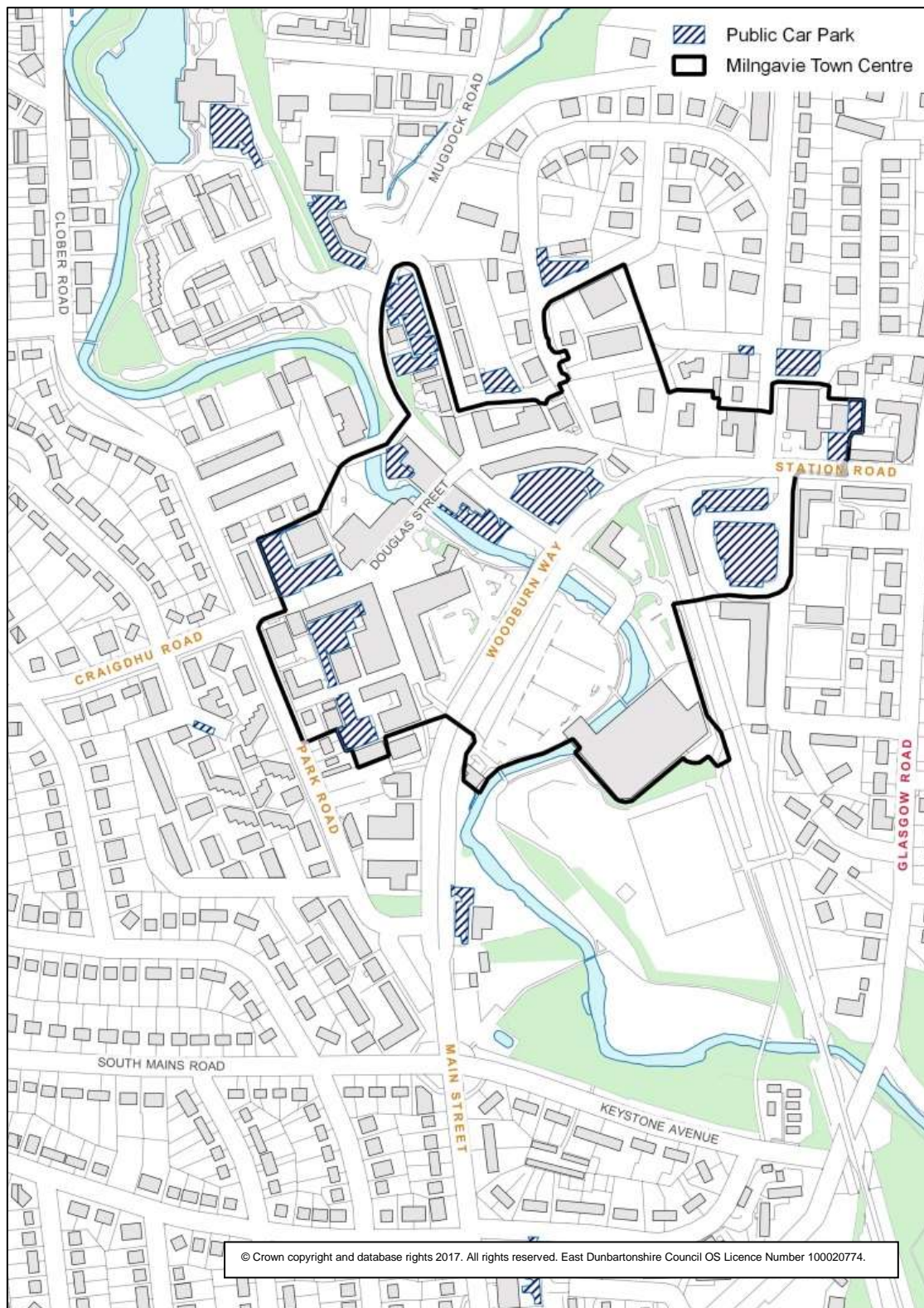




## 6.1 Car Park Provision

There is a relatively high amount of parking within the town centre, compared to towns of a similar size. Four of these car parks are subject to the Council's charging scheme.

Figure 13 – Car Park Provision

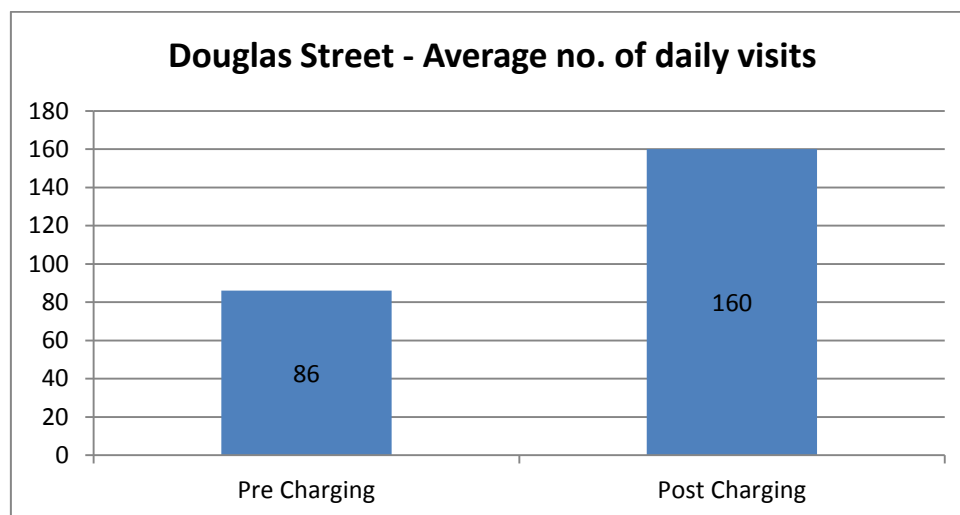




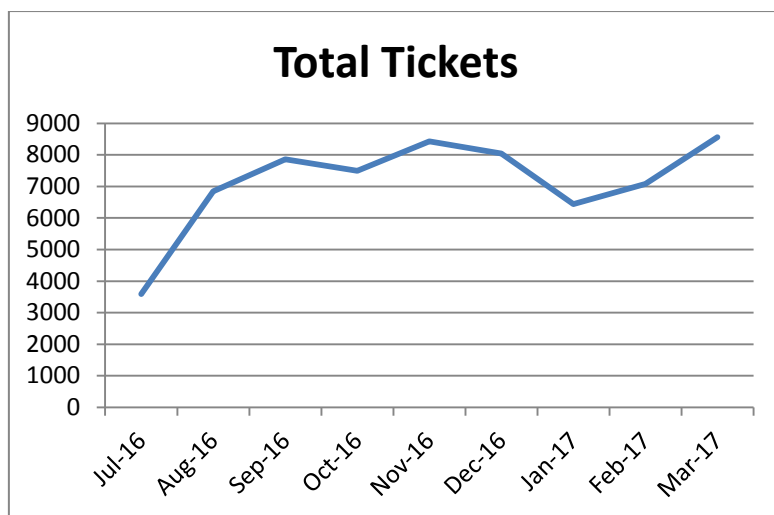
## 6.2 Car Park Usage

The following data relates to the four car parks within the town centre that are currently subject to the Council's charging scheme.

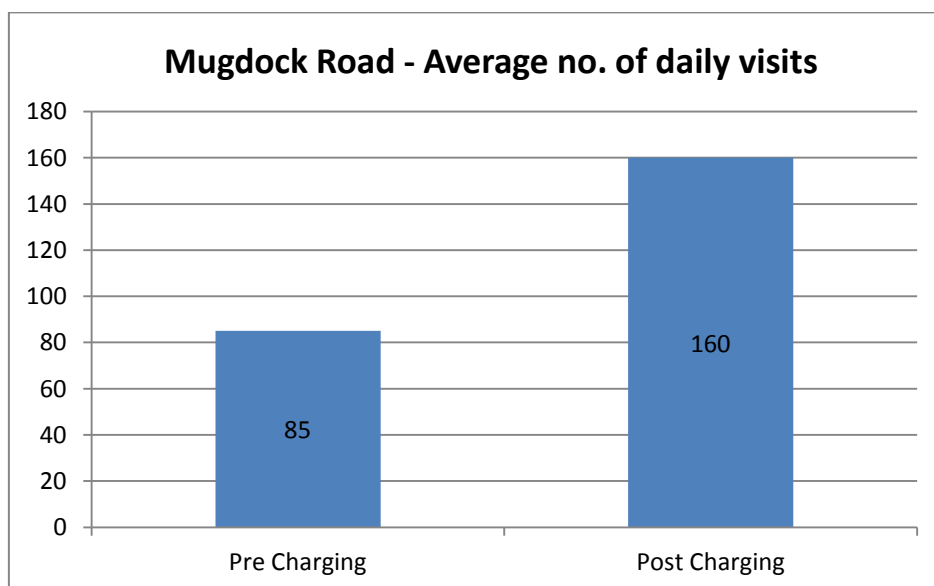
### (1) Douglas Street Car Park – 59 spaces



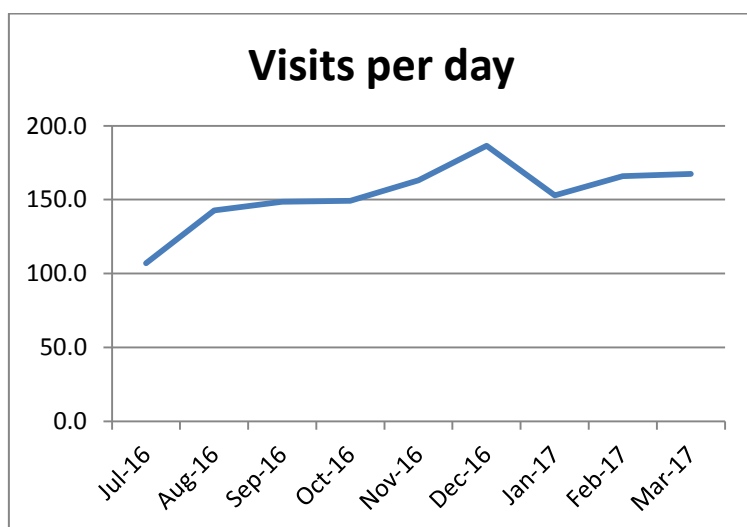
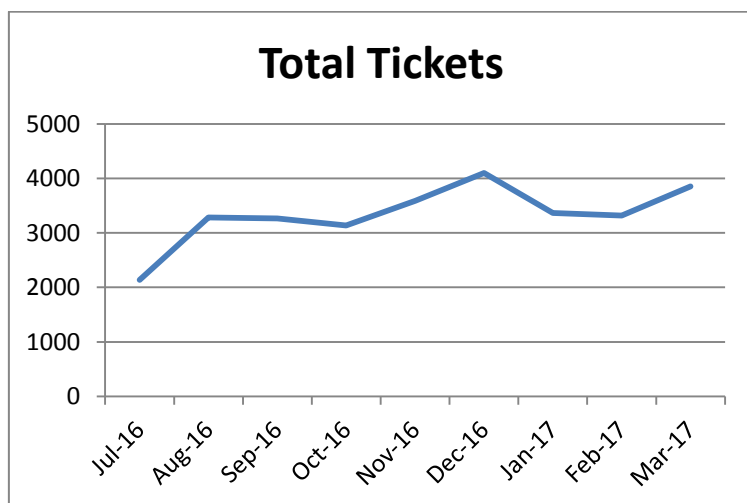
Month	Total Tickets	Visits per day	space usage per day	total income	income per day	space income per day
Jul-16	3593	179.7	3.0	£567.80	£28.39	£0.48
Aug-16	6849	297.8	5.0	£545.60	£23.72	£0.40
Sep-16	7861	357.3	6.1	£611.05	£27.78	£0.47
Oct-16	7499	357.1	6.1	£511.80	£24.37	£0.41
Nov-16	8431	383.2	6.5	£585.15	£26.60	£0.45
Dec-16	8046	365.7	6.2	£557.50	£25.34	£0.43
Jan-17	6436	292.5	5.0	£466.10	£21.19	£0.36
Feb-17	7082	354.1	6.0	£581.20	£29.06	£0.49
Mar-17	8557	372.0	6.3	£593.45	£25.80	£0.44
<b>Total</b>	<b>64354</b>	<b>2959.5</b>	<b>50.2</b>	<b>£5,019.65</b>	<b>£232.25</b>	<b>£3.94</b>



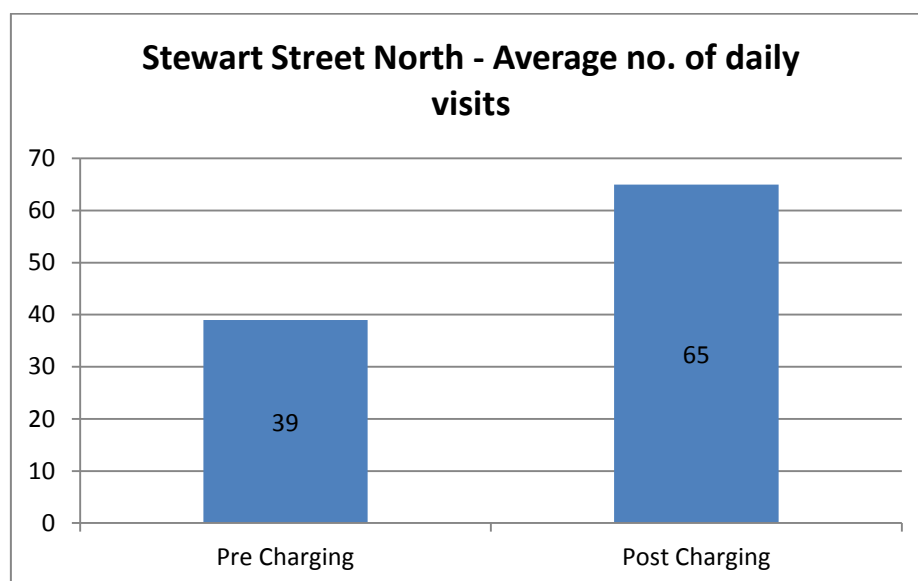
## (2) Mugdock Road Car Park – 70 spaces



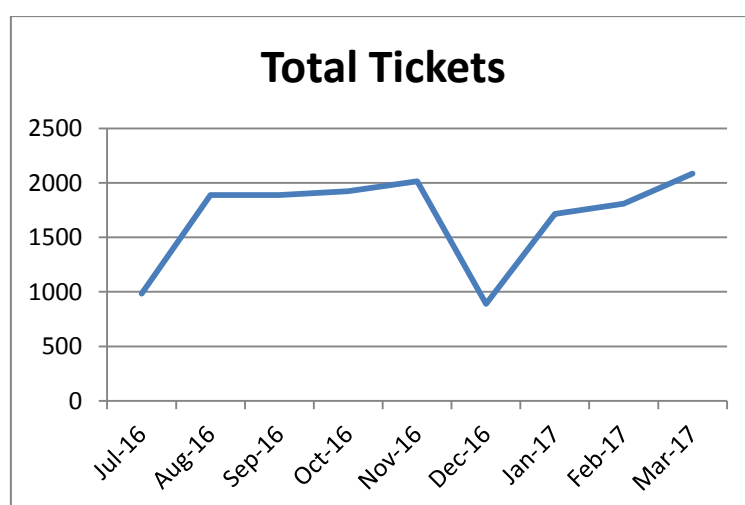
Month	Total Tickets	Visits per day	space usage per day	total income	income per day	space income per day
Jul-16	2138	106.9	1.5	£402.40	£20.12	£0.29
Aug-16	3281	142.7	2.0	£435.80	£18.95	£0.27
Sep-16	3268	148.5	2.1	£439.40	£19.97	£0.29
Oct-16	3135	149.3	2.1	£394.30	£18.78	£0.27
Nov-16	3587	163.0	2.3	£453.20	£20.60	£0.29
Dec-16	4102	186.5	2.7	£470.00	£21.36	£0.31
Jan-17	3363	152.9	2.2	£349.20	£15.87	£0.23
Feb-17	3316	165.8	2.4	£420.80	£21.04	£0.30
Mar-17	3852	167.5	2.4	£596.00	£25.91	£0.37
<b>Total</b>	<b>30042</b>	<b>1383.0</b>	<b>19.8</b>	<b>£3,961.10</b>	<b>£182.61</b>	<b>£2.61</b>



### (3) Stewart Street North – 28 spaces

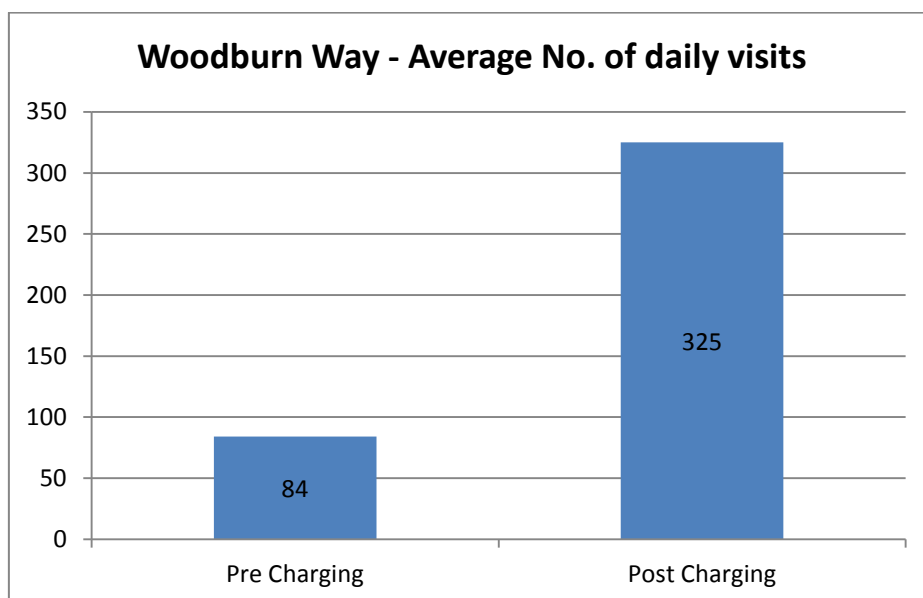


Month	Total Tickets	Visits per day	space usage per day	total income	income per day	space income per day
Jul-16	985	49.3	1.8	£163.80	£8.19	£0.29
Aug-16	1887	82.0	2.9	£206.20	£8.97	£0.32
Sep-16	1889	85.9	3.1	£367.20	£16.69	£0.60
Oct-16	1923	91.6	3.3	£357.60	£17.03	£0.61
Nov-16	2014	91.5	3.3	£411.70	£18.71	£0.67
Dec-16	889	40.4	1.4	£142.00	£6.45	£0.23
Jan-17	1716	78.0	2.8	£351.20	£15.96	£0.57
Feb-17	1810	90.5	3.2	£367.80	£18.39	£0.66
Mar-17	2084	90.6	3.2	£344.80	£14.99	£0.54
<b>Total</b>	<b>15197</b>	<b>699.8</b>	<b>25.0</b>	<b>£2,712.30</b>	<b>£125.39</b>	<b>£4.48</b>

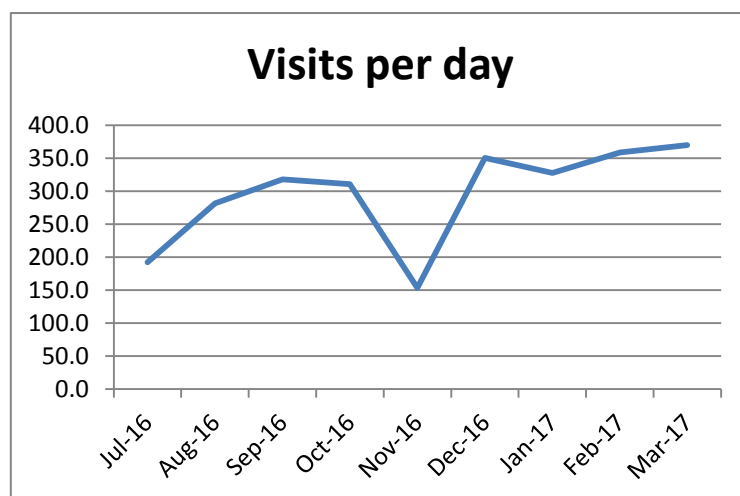
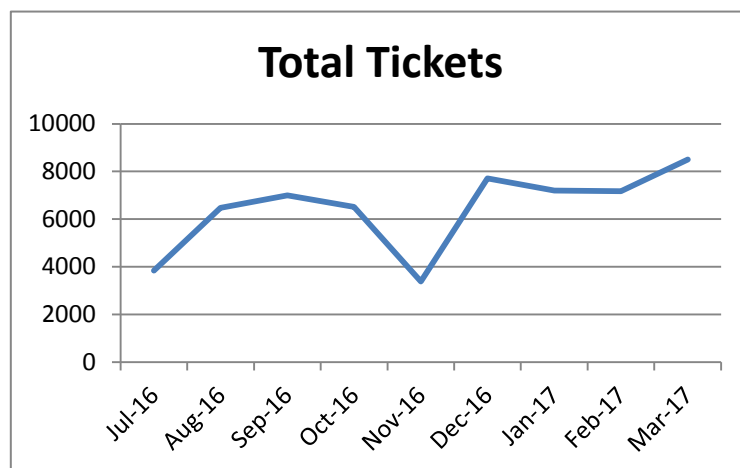




#### (4) Woodburn Way – 65 spaces



Month	Total Tickets	Visits per day	space usage per day	total income	income per day	space income per day
Jul-16	3842	192.1	3.0	£393.70	£19.69	£0.30
Aug-16	6476	281.6	4.3	£549.35	£23.88	£0.37
Sep-16	6994	317.9	4.9	£541.80	£24.63	£0.38
Oct-16	6519	310.4	4.8	£497.00	£23.67	£0.36
Nov-16	3379	153.6	2.4	£281.80	£12.81	£0.20
Dec-16	7706	350.3	5.4	£622.80	£28.31	£0.44
Jan-17	7205	327.5	5.0	£487.60	£22.16	£0.34
Feb-17	7173	358.7	5.5	£480.90	£24.05	£0.37
Mar-17	8503	369.7	5.7	£725.20	£31.53	£0.49
<b>Total</b>	<b>57797</b>	<b>2661.7</b>	<b>40.9</b>	<b>£4,580.15</b>	<b>£210.72</b>	<b>£3.24</b>

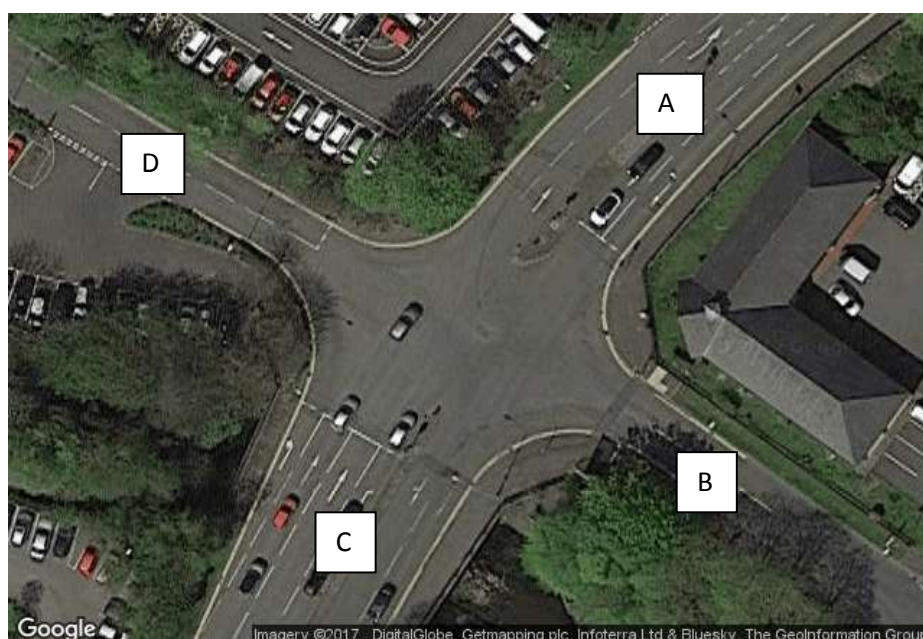




### 6.3 Junction Turning Counts Data

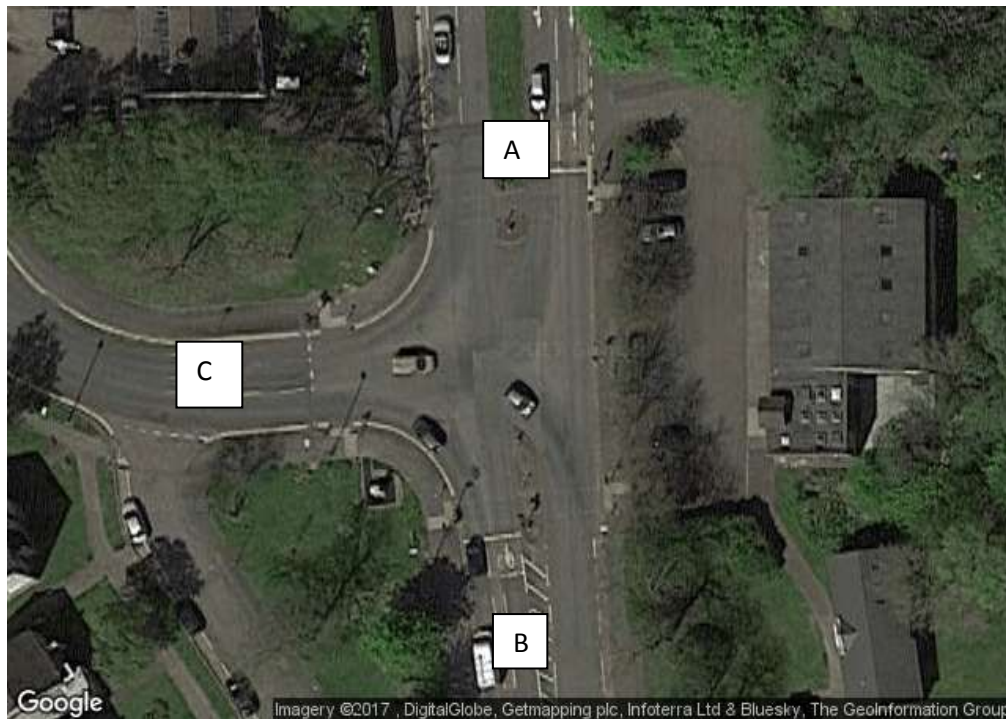
The following tables provide the outcomes of junction turning counts, carried out by a specialist traffic and data services partner at three key junctions in or adjacent to Milngavie town centre. These counts recorded the movements of vehicles through each junction during the peak flow period of 1600 – 1900 hours, on 15th June 2017. It is intended to provide a snapshot of the typical amount of traffic flowing through the town centre at these strategic locations.

#### Woodburn Way/Tesco Access Junction (site 11)



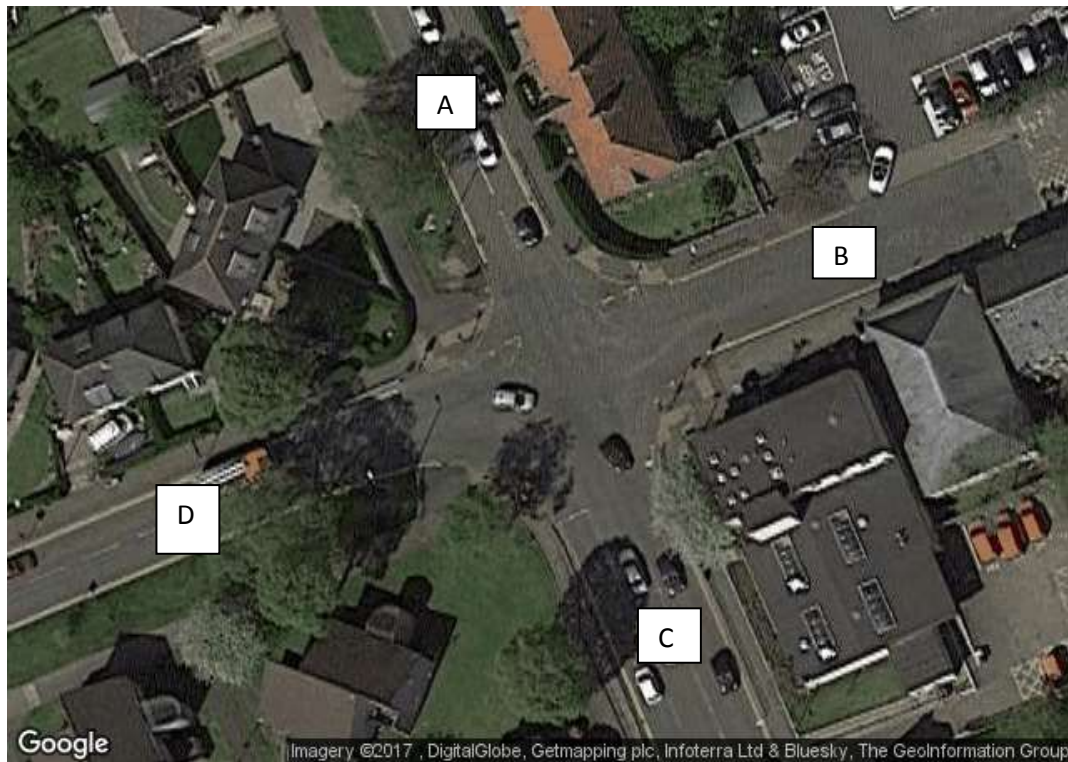
Time slot	Arm A: Woodburn Way North	Arm B: Tesco Access	Arm C: Woodburn Way South	Arm D: Ellangowan Rd	Total
16:00	122	67	145	34	368
16:15	133	75	153	48	409
16:30	149	72	144	51	416
16:45	117	68	144	54	383
1 Hr	521	282	586	187	1576
17:00	149	70	134	43	396
17:15	144	66	160	43	413
17:30	135	67	166	36	404
17:45	119	77	137	56	389
1 Hr	547	280	597	178	1602
18:00	133	63	127	37	360
18:15	110	71	140	45	366
18:30	99	54	115	48	316
18:45	84	48	111	44	287
1 Hr	426	236	493	174	1329
<b>Total</b>	1494	798	1676	539	4507

## Park Road/Woodburn Way Junction (site 12)



Time slot	Arm A: Woodburn Way (N)	Arm B: Woodburn Way (S)	Arm C: Park Road	Total
16:00	175	167	164	506
16:15	167	168	146	481
16:30	169	156	168	493
16:45	161	136	182	479
1 Hr	672	627	660	1959
17:00	172	143	185	500
17:15	158	161	187	506
17:30	149	168	167	484
17:45	169	132	203	504
1 Hr	648	604	742	1994
18:00	147	121	177	445
18:15	153	119	186	458
18:30	149	94	155	398
18:45	130	111	139	380
1 Hr	579	445	657	1681
<b>Total</b>	1899	1676	2059	5634

### Craigdhu Road/Douglas Street Junction (site 13)



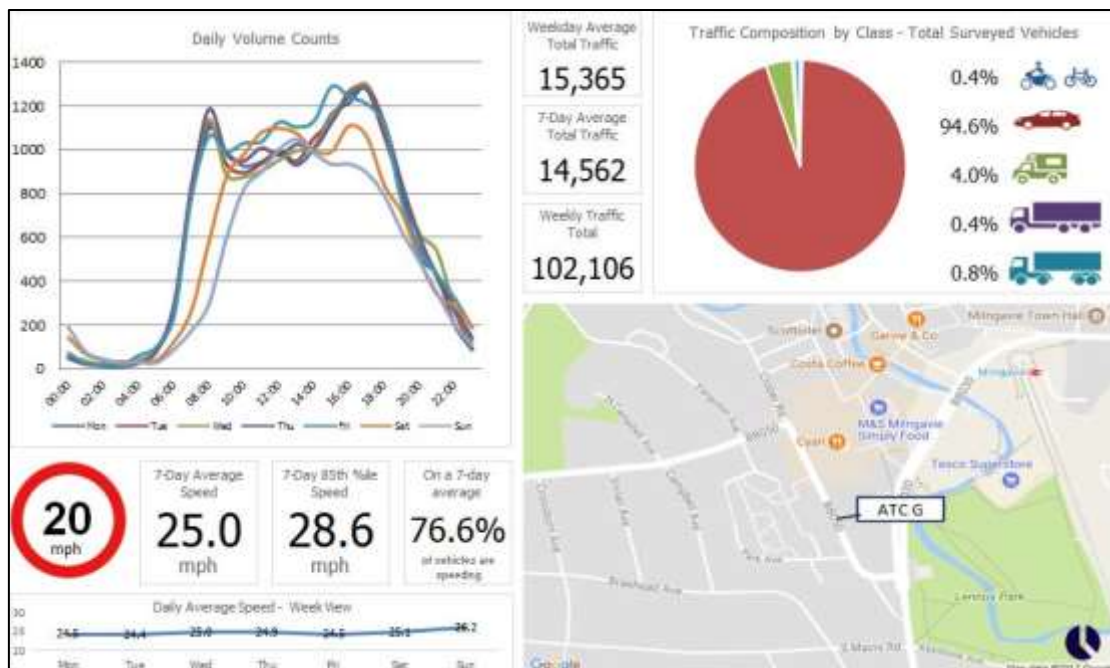
Time slot	Arm A: Clober Road	Arm B: Douglas Street	Arm C: Park Road	Arm D: Craigdhu Road	Total
16:00	47	20	163	133	363
16:15	34	12	173	112	331
16:30	54	17	161	128	360
16:45	51	17	139	143	350
1 Hr	186	66	636	516	1404
17:00	38	17	152	160	367
17:15	77	20	138	127	362
17:30	53	17	135	136	341
17:45	67	19	139	165	390
1 Hr	235	73	564	588	1460
18:00	54	23	156	130	363
18:15	52	17	127	136	332
18:30	43	22	112	124	301
18:45	42	10	106	93	251
1 Hr	191	72	501	483	1247
<b>Total</b>	612	211	1701	1587	4111



## 6.4 Automatic Traffic Counts

To gain a better understanding of traffic flow, including volume, speed and types of traffic travelling in and around the town centre, a number of automatic traffic counters were placed at strategic locations. Data was collected for a period of one week from 12<sup>th</sup> June- 18<sup>th</sup> June 2017. The following graphics provide a summary of this exercise.

### A. Park Road (Outside St Andrews Church)



### B. Woodburn Way



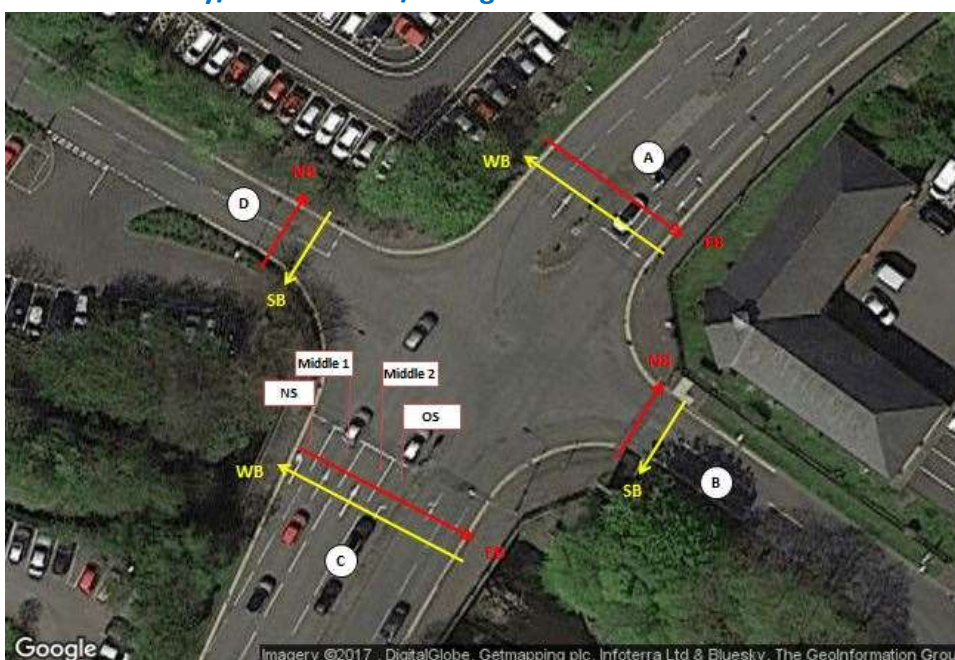
## C. Ellengowan Road



## 6.5 Pedestrian Crossing Counts

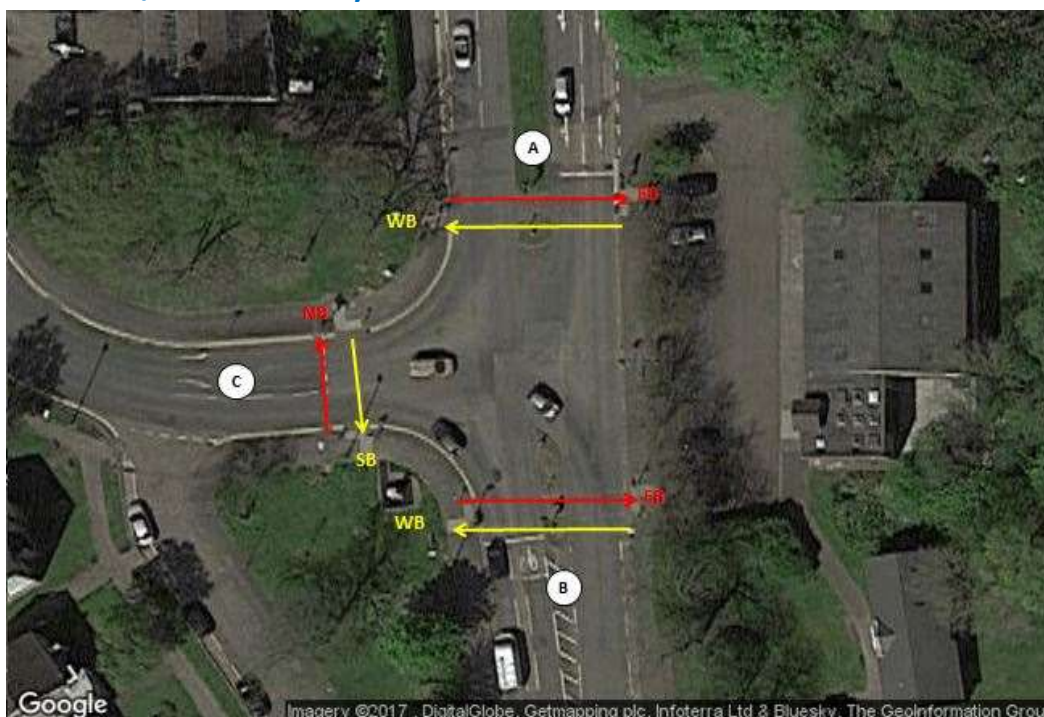
To gain a better understanding of pedestrian movement throughout the town centre, data was collected at the beginning of a weekday (15th June 2017) at three strategic junctions. The boundaries of each junction were clearly defined - these are shown below along with the total number of pedestrians recorded within specified timeframes.

### Woodburn Way/Tesco Access/Ellengowan Road



Timeframe	Arm A	Arm B	Arm C	Arm D	Total
7am – 10am	8	36	4	5	53
4pm – 7pm	4	26	5	0	35
<b>Total</b>	<b>12</b>	<b>62</b>	<b>9</b>	<b>5</b>	<b>88</b>

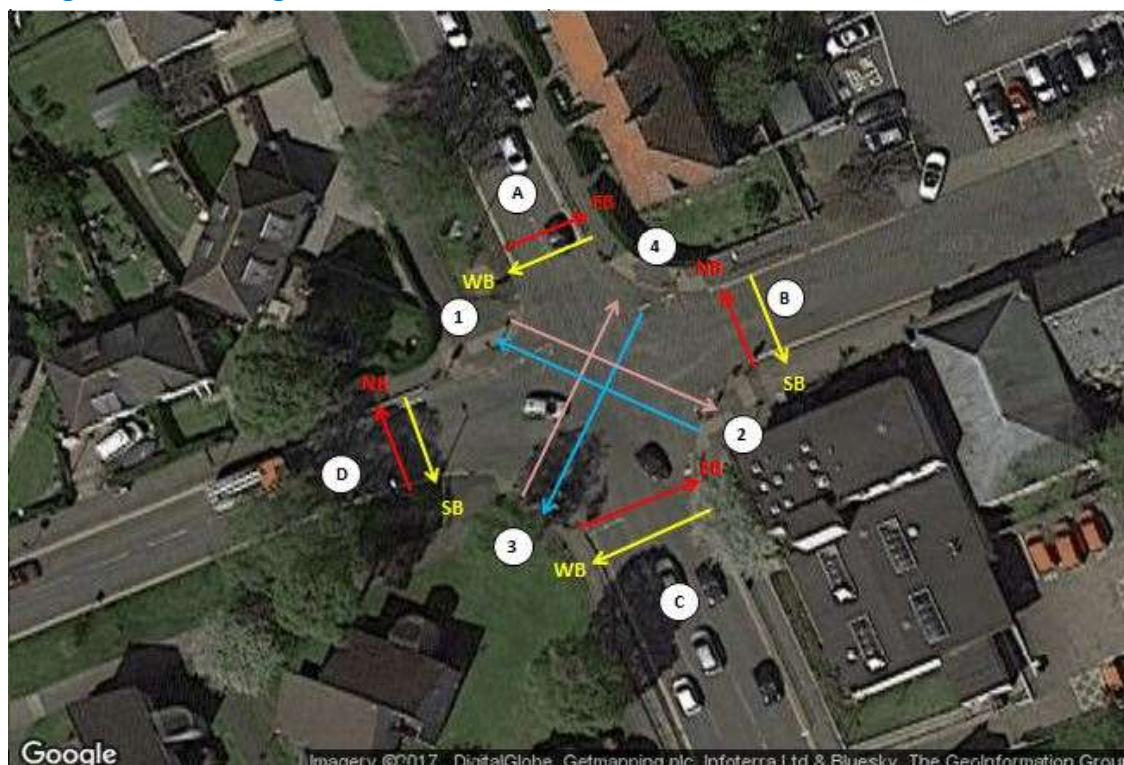
#### Park Road/Woodburn Way



Timeframe	Arm A	Arm B	Arm C	Total
7am – 10am	22	30	70	122
4pm – 7pm	27	17	87	131
<b>Total</b>	<b>49</b>	<b>47</b>	<b>157</b>	<b>253</b>



### Craigdhu Road/Douglas Street/Clober Road/Park Road



Timeframe	Arm A	Arm B	Arm C	Arm D	1-2	3-4	Total
7am – 10am	135	114	119	18	14	5	405
4pm – 7pm	121	257	142	16	19	4	559
<b>Total</b>	<b>256</b>	<b>371</b>	<b>261</b>	<b>34</b>	<b>33</b>	<b>9</b>	<b>964</b>

## 6.6 Public Transport Use and Accessibility

Access to public transport is very good overall. Milngavie railway station is located at the eastern end of the town centre and provides a direct service to Glasgow and Edinburgh. The following tables provide details of all bus services currently serving Milngavie town centre, as of May 2017.

### Service 15 – Milngavie – Baljaffray – Bearsden – Anniesland – Glasgow

#### No Sunday Service

#### Monday to Friday, Milngavie – Glasgow

Frequency	Timeslot (leaving Milngavie)	Route
~ 1 – 2 per hour	0650 – 1750	Milngavie – Glasgow, Hope St

Monday to Friday, Glasgow – Milngavie

Frequency	Timeslot (leaving Glasgow, Hope St.)	Route
<b>~ 1 – 2 per hour</b>	0805 – 1805	Glasgow, Hope St – Milngavie

Saturday, Milngavie – Glasgow

Frequency	Timeslot (leaving Milngavie)	Route
<b>1 per hour</b>	0850 – 1750	Milngavie – Glasgow, Hope St

Saturday, Glasgow – Milngavie

Frequency	Timeslot (leaving Glasgow, Hope St.)	Route
<b>1 per hour</b>	0845 – 1745	Glasgow, Hope St – Milngavie

Service 47/47A Milngavie – Torrance – Kirkintilloch

47A has an extra stop at Hillfoot Railway Station

Monday to Friday, Milngavie – Kirkintilloch

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0739 – 1800	Milngavie to Kirkintilloch West High Street

Saturday, Milngavie – Kirkintilloch

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0736 – 1800	Milngavie to Kirkintilloch West High Street

Service 60A – Easterhouse – Castlemains via Glasgow City Centre

Monday to Friday, Easterhouse – Castlemains

Frequency	Timeslot (leaving Milngavie,	Route
-----------	------------------------------	-------

Craigton Road)		
<b>2 per hour</b>	0713 – 0848	City Centre – Castlemains
<b>3 per hour</b>	0911 – 1754	City Centre – Castlemains
<b>2 per hour</b>	1815 – 2040	City Centre – Castlemains
<b>1 per hour</b>	2139 – 0034 (Last Bus)	City Centre – Castlemains

Monday to Friday, Castlemains - Easterhouse

Frequency	Timeslot (leaving Milngavie, Craigton Road)	Route
<b>First bus</b>	0554	Castlemains – Easterhouse
<b>2 per hour</b>	0629 – 0650	Castlemains – Easterhouse
<b>3 per hour</b>	0712 – 1652	Castlemains – Easterhouse
<b>2 per hour</b>	1718 – 1959	Castlemains – Easterhouse
<b>1 per hour</b>	2104 – 2259	Castlemains – Easterhouse

Saturday, Easterhouse – Castlemains

Frequency	Timeslot (leaving Milngavie, Craigton Road)	Route
<b>1 per hour</b>	0744 – 0832	City Centre – Castlemains
<b>2 per hour</b>	0908 – 1038	City Centre – Castlemains
<b>3 per hour</b>	1105 – 1750	City Centre – Castlemains
<b>2 per hour</b>	1812 – 2040	City Centre – Castlemains
<b>1 per hour</b>	2139 – 0034 (Last Bus)	City Centre – Castlemains

Saturday, Castlemains – Easterhouse

Frequency	Timeslot (leaving Milngavie, Craigton Road)	Route
<b>2 per hour</b>	0721 - 0741	Castlemains - Easterhouse
<b>3 per hour</b>	0800 – 1748	Castlemains - Easterhouse
<b>1 per hour</b>	1818 – 2259 (Last Bus)	Castlemains - Easterhouse

Sunday, Easterhouse – Castlemains

Frequency	Timeslot (leaving Milngavie, Craigton Road)	Route
<b>1 per hour</b>	0914 – 1014	City Centre – Castlemains
<b>2 per hour</b>	1105 – 1853	City Centre – Castlemains
<b>3 per hour</b>	1940 – 0029 (Last Bus)	City Centre – Castlemains

Sunday, Castlemains – Easterhouse

Frequency	Timeslot (leaving Milngavie, Craigton Road)	Route
<b>First Bus</b>	0756	Castlemains – City Centre
<b>2 per hour</b>	0918 – 1643	Castlemains – City Centre
<b>1 per hour</b>	1705 – 2259 (Last Bus)	Castlemains – City Centre

#### Service B10 & C10 – Glasgow – Balfron

##### Monday to Friday, Glasgow – Balfron

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0709 – 2313 (Last Bus) C10 (1933, 2113, 2213, 2313)	Glasgow – Balfron

##### Monday to Friday, Balfron - Glasgow

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0608 – 2153 (Last Bus) C10 (1813, 1953, 2053 & 2153)	Balfron – Glasgow

##### Saturday, Glasgow – Balfron

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0938 – 0011 (Last Bus) C10 (1938, 2211, & 2311)	Glasgow – Balfron

##### Saturday, Balfron – Glasgow

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 per hour</b>	0757 – 2252 (Last Bus) C10 (1815, 2052 & 2153)	Balfron – Glasgow

##### Sunday, Glasgow – Balfron

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 bus every 2 hours</b>	1136 – 1936 (Last Bus)	Glasgow – Balfron

##### Sunday, Balfron – Glasgow

Frequency	Timeslot (leaving Milngavie Railway Station)	Route
<b>1 bus every 2 hours</b>	1015 – 1815 (Last Bus)	Balfron – Glasgow

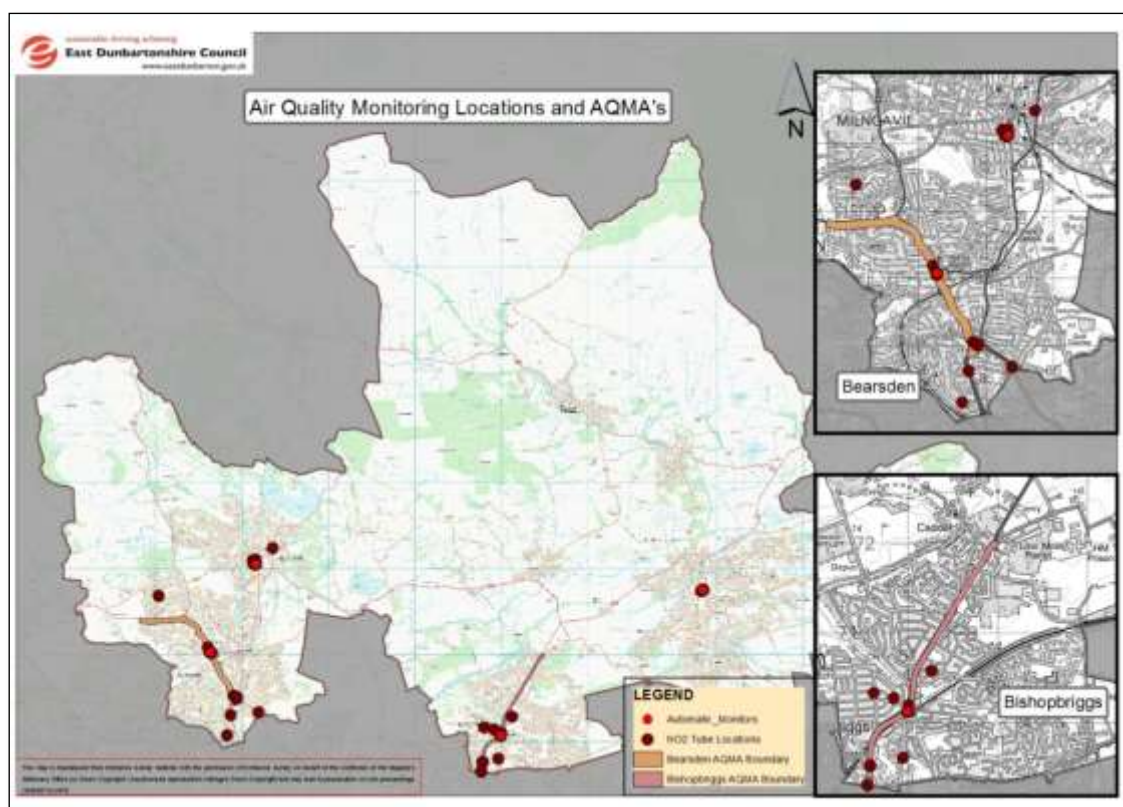
## 6.7 Air Quality

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

In East Dunbartonshire, the main pollutants of concern are Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). Previous modelling studies have indicated that the source of pollutants is mainly due to road traffic emissions; both volume of traffic and congestion.

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

Figure 14 – Air Quality Monitoring



The continuous monitor in Milngavie was installed in 2011 as modelling indicated pollutant hot spots however, data over the last four consecutive years has indicated a downward trend and levels of NO<sub>2</sub> and PM<sub>10</sub> are well within objective levels. The benefit of monitoring the air quality in this area will be assessed in the next annual progress report when five consecutive years of data will be available.

#### PM<sub>10</sub> Annual Mean Concentrations 2007 - 2016

Location	PM <sub>10</sub> Annual mean concentrations (Objective ≤ 18 µg /m <sup>3</sup> )									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Bearsden	20.6	22.8	20.5	25	20			14	14	
Bishopbriggs	21.1	17.8	18.9	19	17	15		17	15	
Kirkintilloch		22	22.5	26	19	18	17.58	17	17	
Milngavie						14	14	14	13	
Objective	18	18	18	18	18	18	18	18	18	18



## NO<sub>2</sub> Annual Mean Concentrations 2007 – 2016

Location	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2015 (%) <sup>(2)</sup>	NO <sub>2</sub> Annual Mean Concentration (µg/m <sup>3</sup> ) <sup>(3)</sup>				
					2011	2012	2013	2014	2015
Bearsden	R	Automatic	98	98	39	<b>42</b>	36	37	34
Bishopbriggs	R	Automatic	99	99		30	31	29	27
Kirkintilloch	R	Automatic	95	95	<b>43</b>	34	32	29	29
Milngavie	R	Automatic	94	94		25	23	24	23

Notes: Exceedences of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in bold. NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedence of the NO<sub>2</sub> 1-hour mean objective are shown in bold and underlined.

- (1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year
- (2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).
- (3) Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM. TG(16) if valid data capture for the full calendar year is less than 75%.

**Summary:** Milngavie is a unique town centre within East Dunbartonshire in that it is largely pedestrianised. This means that the main focal point in terms of public transport is Milngavie Station, which marks the end of the Edinburgh-Glasgow-Milngavie railway line. The station also hosts a key bus terminus for numerous services, and this has recently been upgraded. Car park usage data clearly shows that the number of daily visits has increased significantly in all four car parks since the introduction of the Council’s charging scheme. Automatic traffic sensors suggest that speeding is a particular issue on Park Road, where 77% of vehicles were recorded as exceeding the 30mph limit. This compares to 13% and 32% on Woodburn Way and Ellengowan Road respectively. In terms of pedestrian movement, there does not appear to be a significant issue crossing Woodburn Way, with most people making use of the two underpasses, although there is a high level of footfall crossing Douglas Street at the Clober Road junction. The Park Road junction with Woodburn Way also appears to experience a high level of footfall at peak times, compared to other junctions. In terms of air quality, Milngavie has no serious concerns. Data shows that it has the best air quality of all four town centres in East Dunbartonshire including the lowest concentrations of PM<sub>10</sub> and NO<sub>2</sub>.



## 7. Green Infrastructure

- 7.1 Milngavie is well provided for in terms of the quantity and accessibility of its open space. The amount of open space is above the East Dunbartonshire Council standards and therefore there is very good overall provision. Milngavie Reservoirs (MF1) on the northern boundary of the town provides an attractive place to walk and enjoy the views over the town and greatly increases the town's open space provision.
- 7.2 Milngavie is made up of a large area of residential houses set within large gardens, with a number of parks, strategic walkways and peripheral semi-natural open space. The quality of the open space is very good overall, with all regional and amenity open spaces meeting the East Dunbartonshire Council standard. However, the average score for parks was 62%, which is below the East Dunbartonshire Council standard, though better than other settlements in East Dunbartonshire. Only 1 out of the 6 parks met the standard (over 65%). Of particular importance are the open spaces of Antonine Gardens (MR7), Barloch Moor (MR5), Allander Park (MR1) and Mains Park (MR4), which all score between 57 and 62%.
- 7.3 The recreational value of these open spaces should be improved to ensure that they remain fit for purpose and provide appropriate facilities for local communities. However, there are no open spaces that are not considered to be fit for purpose. There is a need to explore the opportunity to improve the access networks around the town where possible, along with extending path links to open spaces in neighbouring areas and to the surrounding countryside. This should be informed by the East Dunbartonshire Council Access Strategy and Core Path Plan and strengthened through potential linkages created by new developments. Improved linkages to the town centre and railway station should also be carried out.



Figure 15 – Green Infrastructure and Open Space



**Summary:** Whilst there is no useable green/open space within the town centre itself, the area surrounding the town offers good accessibility, particularly Lennox Park and Allander Park. Although access to these parks has the potential for improvement, these are both within easy walking distance for most people.