

Questions for East Dunbartonshire Council received by 17:00 on Friday 13th March 2026 for Public Meeting – Roads and Pavements, Bearsden
Community Hub on Thursday 19th March 2026

Question	[REDACTED]	EDC Service & Team	EDC Response
1.	Why has East Dunbartonshire Council applied 20mph limits on major through-routes such as Milngavie Road, rather than restricting them mainly to residential streets and areas near schools?	Roads Technical & Engineering Team	The Council considers that a widespread speed reduction is a simpler message to communicate and will have a greater impact in casualty reduction than differing speeds across a geographical area.
2.	Would the Council consider restoring a 30mph limit on major thoroughfares where 20mph appears unnecessary and difficult to enforce?	Roads Technical & Engineering Team	The Council will consider the effectiveness of the 20mph order and may propose further measures to reinforce the speed limit or reverting to 30mph. However, it should be noted that a consistent message that the speed limit is 20mph in urban areas, is simpler to encourage and more consistent.
3.	What was the rationale behind the sequence of speed limits on Maryhill Road (20 mph), the Switchback near Canniesburn (20mph uphill, 40mph on the level stretch, and 30mph downhill)?	Roads Technical & Engineering Team	For Maryhill Road, the rationale is that all roads in the urban area should be 20mph. For Switchback, the Council took the view that speed could be gradually reduced on the approach to Bearsden.
4.	Has the Council considered adopting a single consistent speed limit, such as 30mph, for the entire Switchback section to improve traffic flow and reduce braking and acceleration?	Roads Technical & Engineering Team	No. The Council considered a single consistent 20mph, but following consultation instead decided to gradually reduce the speed limit towards Bearsden.
5.	What coordination takes place between East Dunbartonshire Council and Glasgow City Council when setting speed limits on roads that cross council boundaries?	Roads Technical & Engineering Team	There have been regular meetings, but ultimately each local authority is responsible for setting local speed limits. Each local authority maybe at a different stage in the process. However, boundaries are considered as part of the discussion.
6.	Is the Council willing to review current 20mph zones where residents believe they are inappropriate?	Roads Technical & Engineering Team	The Council will listen to residents, but road safety is not delegated to residents. The Council will continue to monitor locations as required.

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7.	Why has the “wheels on the kerb” parking policy in Bearsden been implemented in its current form?	Roads Technical & Engineering Team	The Transport (Scotland) Act 2019 introduced the national ban which the Council is required to implement. Evaluation and monitoring of the effectiveness of the pavement parking ban is under way.
8.	When will the footpath between the traffic lights at Ascog Road and the entrance to the former Canniesburn Hospital on Switchback Road be repaired, given it has reportedly been in poor condition for around five years?	Roads Network Operations Team	<p>The Roads Inspector confirms that the condition of the footpath between the traffic lights at Ascog and the entrance to Canniesburn Drive requires attention.</p> <p>The section highlighted is included in the Carriageway and Footway Resurfacing Programme and is currently proposed for delivery as part of the 2029/30 financial year subject to annual capital funding approval and annual review of priorities.</p> <p>In the meantime, the Roads Inspector for the locality will continue with routine inspection as per the Road Inspection and Maintenance Plan 2024 to 2027 to monitor its condition and carry out any necessary safety repairs.</p>
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9.	What is the procedure for initiating projects funded by Transport Scotland?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Projects are actions from the Local Transport Strategy, Active Travel Strategy, actions contained within Open Space Strategy and Green Network Strategy, Air Quality Action Plans, and some work to support regeneration masterplans. These projects either support a particular delivery, and/or support improvements and expansion to the active travel network infrastructure and in turn supports people moving around by walking, wheeling and cycling.</p> <p>The strategies and plans outlined above provide the remit to evolve and develop projects, when funding is available. Several factors are considered by the Service when</p>

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			<p>allocating projects against available funding. These include consideration of the specific sources of funding and their criteria, and any match funding which would be required., directing this to the most suitable projects. Factors which are also considered are those which are considered high risk in terms of deliverability for example where landownership is complex or there are known issues with ground conditions etc. In-house capacity and the number of projects being progressed at the same time are also considered.</p> <p>Generally, Transport Scotland will discuss a proposal with local authorities and either ask for bids that fit the brief or fund the proposal.</p>
10.	How are such projects evaluated to ensure they deliver value for money?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Active travel projects are delivered from external funding.</p> <p>Projects are informed by relevant strategies and policies, which have identified a need and intervention. Project services and construction are provided by external suppliers, and through procurement best value is a key consideration. Dependent on the project, and in some instances the funding stream, ongoing monitoring of progress against the aims of the project is undertaken, together with post expenditure reporting.</p>
11.	Why is online consultation often used as the primary method for notifying the public about such projects?	Roads Technical & Engineering and Traffic & Transport Teams	<p>This is in line with the Council’s longstanding “click, call, come-in” service delivery strategy. The Council’s website is a very accessible means of communication, and useful platform to present and hold a range of information. Alternative methods are always available including having printed versions available on request if they are not already available within Community Hubs.</p> <p>Online consultation provides an ability to spread the consultation more widely. In our experience where public meetings are held, only a small number attend , but we do</p>

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			recognise that in certain circumstances both online and face to face public consultation may be required.
12.	Why are some projects started without clear commitments or timelines for completion (for example Canniesburn, the A807 Active Travel Corridor and the Bears Way project)?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Programmes (timelines) are set at the start of any project. Unforeseen issues can result in re-programming.</p> <p>All projects are subject to funding and resource availability. It is expected that the next few years will see an increase in funding for active travel in Scotland. In the 2026-27 budget, the Scottish Government has allocated £226 million for sustainable and active travel projects across Scotland, which includes funding for infrastructure and behaviour change initiatives. This is part of a broader strategy to decarbonise transport and encourage the use of sustainable modes. The Council keeps abreast of funding opportunities and changes to existing funding streams. The budgets are also managed within a single-year model at a national level, therefore the Council is required to deliver larger projects in phases to ensure external funding can be secured to limit funding risks to the Council.</p> <p>The Canniesburn Toll Project had clear timescale, but these were impacted during the project due unforeseen public utility infrastructure. Some projects like the A807 depend on funding bids and these are mean that the project is taken forward in phases once funding is secured.</p>
13.	When ring-fenced funding is awarded, can the Council confirm whether additional funding from local council budgets is ever required?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Yes. Some projects do require match-funding as a condition usually on a percentage basis. Some funding is time limited to a single financial year or if the project cannot be completed within the funding timescale the Council may choose to provide additional funding.</p> <p>Active travel projects are delivered by external funding.</p>

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			<p>Canniesburn Toll Project made improvements to the road infrastructure, which included improvements to support sustainable transport. A range of funding sources was used. More information can be obtained using the link below:</p> <p>Canniesburn Round-about Project.pdf</p>
14.	Who is responsible for maintaining infrastructure created through these projects and how is that maintenance funded?	Roads Technical & Engineering and Traffic & Transport Teams	Once roads projects are completed, inspected and handed over they are adopted. Once adopted, the asset becomes the responsibility of the Roads Service to maintain. It is a consideration during project development and incorporated into Council Revenue budgets.
15.	What mechanisms exist to ensure these projects deliver value for taxpayers?	Roads Technical & Engineering and Traffic & Transport Teams	See the response to Q. 10
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16.	Why does there appear to be little coordination between different roadworks projects that result in simultaneous closures or diversions on the main road routes in Bearsden and Milngavie?	Roads Technical & Engineering	<p>All planned and emergency works should be notified via the Scottish Roadworks Register – Scottish Road Works Online. The Council as the Roads Authority coordinate the works, but it is recognised that there is pressure on the limited road space with potential conflicting works from different statutory public utilities companies and roads maintenance.</p> <p>The Council generally does not approve conflicting works, but emergencies can arise that conflict with planned works.</p> <p>Finally, there is an attempt to coordinate works around schools to the holiday period to minimise disruption, but this is not always possible.</p>

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			It is noted that following the completion of the Canniesburn Toll and Drymen/Station Road Signalisation Projects that there was a backlog of utility works for the Bearsden area and these have been progressed recently.
17.	What steps will the Council take to improve planning and coordination of roadworks to reduce congestion?	Roads Technical & Engineering	See answer to Q16
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18.	What plans does the Council have to repair poorly maintained pavements? (e.g. Castlehill and Bearsden Cross areas)	Roads Network Operations Team	<p>Attached is a link to the Technical Notes 2025 - Issue 52 - East Dunbartonshire Council 3 years Projected Carriageway and Footway Resurfacing Programme - East Dunbartonshire Council. The 3-year rolling programme is updated annually and issued at the start of each financial year.</p> <p>I can advise that the Roads Network Operations Team has already started and completed resurfacing some phases e.g., Drymen Road carriageway has been resurfaced over several phases in last few years.</p> <p>In terms of footways the Service has resurfaced one side of Drymen Road between Station Road and Bearsden Academy.</p> <p>In terms of Bearsden Cross, several locations including the footway on Roman Road are within the programme and the programme is set utilizing the information within the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment.</p> <p>With respect to Castlehill there have been several projects completed in recent years e.g., the carriageway resurfacing at Castlehill Road and Ledi Drive. In addition, the Service completed the resurfacing of the footway at Rosslyn Road. Other phases will be programmed</p>

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			accordingly based on level of used and condition assessment.
19.	Why are many pedestrian crossing points uneven, with one side level and the other side raised or difficult to navigate?	Roads Network Operations Team	Residents can report specific locations and road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council 
20.	What action is being taken to prevent pavement parking that obstructs mobility scooter users, pedestrians etc.?	Community Safety Team	Incorrect parking on footways, double parking, and parking at dropped crossings can be reported to the Council by contacting Customer Services on 0300 123 4510 or emailing. While every report will be reviewed, the Council may not always be able to attend every street where incorrect parking is reported. Currently the priorities in relation to the enforcement of the pavement parking ban are focused on town centres, schools, areas around local shops and retail parks, industrial estates and anywhere there is a higher footfall or significant congestion. Where the Service receive complaints from members of the public, particularly those who the legislation is intended to assist, we will conduct patrols and take the necessary enforcement action where contraventions are observed. The community wardens can issue fixed penalty notices however we are unable to remove the vehicles. Police Scotland remain responsible for the enforcement of dangerous parking and obstruction.
21.	Would the Council reconsider applying the 20mph limit across the whole of Bearsden rather than focusing it mainly around schools and residential areas?	Roads Technical & Engineering	No, the Council has implemented the 20mph Traffic Regulation Order following the statutory process which allowed for both statutory and public consultation. The TRO process confirmed that there are differing views with both objections and support being logged prior to the

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			<p>implementation of the 20mph speed limit being approved by Council.</p> <p>As per the previous response, the Council will consider the effectiveness of the 20mph order and may propose further measures to reinforce the speed limit or reverting to 30mph. However, it should be noted that a consistent message that the speed limit is 20mph in urban areas, is simpler to encourage and more consistent.</p>
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22.	Why has East Dunbartonshire Council prioritised active travel projects in Milngavie and Bearsden given current budget pressures?	Traffic & Transport Teams	<p>Active travel projects are primarily funded through specific ring-fenced funding which can only be used for active travel. This reflects the Scottish Government's Travel Hierarchy policy, anchored in the National Transport Strategy (NTS2). It ranks walking, wheeling, and cycling first, followed by public transport, and lastly, private car use, aiming to shift behavior and investment toward active travel.</p> <p>More information is available here:</p> <p>Sustainable travel and the National Transport Strategy Transport Scotland</p> <p>Infrastructure Transport Scotland</p>
23.	Given that funding often comes from external bodies such as Sustrans, how does the Council justify spending staff time and resources on these projects?	Traffic & Transport Teams	<p>Many projects allow for capitalisation (or re-charging) for staff time against the project budgets, meaning no cost to the Council's core budgets.</p>
24.	Given the reported low usage of the Bears Way cycle lane, would the Council consider removing it and restoring the previous road layout?	Traffic & Transport Teams	<p>As noted in response to Q22, Bears Way continues to meet national priorities. There are no plans to remove it.</p> <p>The project was externally funded; therefore, if a decision is made to remove the cycle path, the full amount of that funding would need to be repaid. In addition, the council</p>

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			<p>would be responsible for covering the costs associated with the removal of the infrastructure and the full reinstatement of the site. Given the current constraints on council budgets, this would not represent an efficient or appropriate use of public resources.</p> <p>Active travel has been a topic of particular interest in public surveys and at engagement events undertaken by the Council, including public consultations to inform early stages of the emerging updated Active Travel Strategy and on the draft Climate Action Plan. This included various calls for new active travel infrastructure, often due to safety concerns, to help emulate successes from around Scotland in achieving modal shift.</p> <p>More information here: Explore the data: how safe infrastructure is helping more people to cycle Cycling Scotland</p>
25.	Why were opportunities not taken to integrate cycle infrastructure within developments such as the Kilmardinney site rather than reducing road space on Milngavie Road and Main Street?	Traffic & Transport Teams	<p>The original permission (reference TP/ED/04/1279) for Kilmardinny masterplan was made in 2004 and granted at appeal by a Scottish Government appointed Reporter on 21st June 2010.</p> <p>As noted in response to Q22, Bears Way continues to meet national priorities. Adequate carriageway space meant specific space for cycling infrastructure could be introduced to accommodate sustainable travel and a direct route for cycling.</p>
26.	What steps will the Council take to prioritise basic infrastructure such as road repairs, pavement maintenance, and pothole repairs?	Executive Officer Roads & Neighbourhood Services	<p>I would refer the resident to the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment and priorities.</p> <p>This guidance is utilised to set up the maintenance and resurfacing programmes.</p>

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27.	What plans does the Council have to improve the cleaning and maintenance of drains and drainage gullies, many of which appear blocked and unable to drain surface water effectively? (e.g. Milngavie Road at Hillfoot)	Roads Network Operations Team	<p>The Roads Network Operations Team has annual maintenance plan and aims to clean all primary and secondary gullies at least once a year. The update is provided monthly as part of the published How Good Is Our Service Reports (HGIOS) - How Good is Our Service - January 2026 - East Dunbartonshire Council</p> <p>The January update stated that there is a total of 6,746 gullies on primary and key routes within the whole of East Dunbartonshire. Between 01 April 2025 and 31 January 2026, a total of 5,185 gullies on these routes were attended for cleaning. On secondary routes, there are 23,054 gullies in total. During the same reporting period, we successfully cleaned 14,813 gullies on these routes.</p> <p>During cleaning, council could experience difficulties such as collapsing pipes or damage to the gullies structure. These issues will be referred to Drainage Officer for investigation (i.e. camera survey) and program for repairs accordingly and based on priority and available budget.</p>
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28.	Would the Council consider adjusting the traffic signal timings at the junction of Rannoch Drive and Maryhill Road to extend the green phase for vehicles exiting Rannoch Drive?	Roads Technical and Engineering Team	The Council keeps signal timings under review but must balance competing demand between Rannoch Drive and Maryhill Road.
29.	Could such a change reduce queuing on Rannoch Drive and Woodvale Avenue? (Can this be done at certain times?)	Roads Technical and Engineering Team	Possibly, but the priority is Maryhill Road because of the volume of traffic. Any change may lead to congestion in both directions on Maryhill Road.
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35.	When will repairs be carried out to the service roads and pavements in South Baljaffray?	Roads Network Operations Team	<p>It should be noted that the footways on the Service Roads leading to the rear of some of the properties are not adopted by the Council for maintenance purposes.</p> <p>However, the Service has completed some phases, and recent works are covered in the quarterly updates provided in the Technical Notes 2026, Issue 22 - Roads & Neighbourhood Services 2025/26 Carriageway and Footway Resurfacing Programme (Quarter 3 Update) - East Dunbartonshire Council confirming five footways have been resurfaced this financial year and a further five planned in Bearsden & Milngavie for the coming financial year.</p> <p>I would refer the resident to the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment and priorities.</p> <p>This guidance is utilised to set up the maintenance and resurfacing programmes.</p>
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36.	Is the perception that the Milngavie Road cycle lanes have not achieved their intended outcomes, correct?	Traffic & Transport Team	No, the Bears Way continues to provide a designated area for people cycling, protected from motor vehicle traffic, providing safety benefits for all users.
37.	Would the Council consider removing Milngavie Road cycle lanes to improve traffic flow?	Traffic & Transport Team	No, the Bears Way continues to provide a designated area for people cycling, protected from motor vehicle traffic, providing safety benefits for all users.
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38.	Given that the introduction of a 20mph limit appears not to have reduced speeding on Thorn Drive, would the Council	Roads Technical & Engineering Team	Yes. The Council will evaluate the effectiveness of the speed limit after it has been introduced to all areas. Any

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	reconsider installing speed bumps or other traffic calming measures?		introduction of physical traffic calming measures needs to be evidence based as this can differ from perceptions.
39.	What is the outcome of discussions between Police Scotland and EDC regarding enforcement of local speed limits, particularly 20mph?	Roads Technical & Engineering Team	<p>Police Scotland advise they will continue to enforce local speed limits according to a risk-based approach and operational resources.</p> <p>I would also highlight the East Dunbartonshire, Road Policing Plan for 2026 and specifically the under noted section which covers the enforcement of 20mph within Bearsden.</p> <ul style="list-style-type: none"> In late 2025 East Dunbartonshire Council designated over 300 roads in Bearsden a 20mph zone as part of a broader move to improve road safety as well as active travel. This affects the majority of Bearsden including A81 Milngavie & A739 Switchback/ Bearsden rotes. East Dunbartonshire Police will support the introduction of the widespread 20mph zone with dedicated enforcement activity deploying local and national road policing assets as well as the Police Scotland Safety Camera Partnership throughout the zones.
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40.	What steps is the Council taking to allow children to walk safely from Hillfoot to Bearsden Primary School?	Roads Technical & Engineering and Traffic & Transport Teams	<p>The Roads Service can evaluate specific routes for specific children. This assessment looks at safe crossing opportunities and footways.</p> <p>There is a signalised pedestrian crossing at Hillfoot to cross Milngavie Road and footpaths the full route.</p>
41.	Why have concerns about the safety of crossings at Manse Road, Grange Road and Roman Road not been addressed despite previous consultations?	Roads Technical & Engineering Team	Generally, pedestrians can cross at places where they can see in both directions and can be seen by approaching drivers.

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42.	How does the Council prioritise active travel infrastructure projects such as the traffic lights at Whitehall Road?	Roads Technical & Engineering and Traffic & Transport Teams	<p>See response to Q. 9</p> <p>The Service undertook a project to install 15 new mechanical pedestrian crossing points at existing school crossing patroller locations. Regrettably, the Council has found it difficult to recruit school crossing patrollers with 13 vacancies. The installation of the pedestrian crossings allows for a safe crossing point and benefits the wider community outwith the school start and finish times.</p> <p>The remaining school crossing patrollers have been deployed to the more complex sites that are unable to accommodate a mechanical crossing point.</p>
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43.	What assessment has been made of the traffic congestion caused by the new lights at Canniesburn Roundabout?	Traffic & Transport Team	<p>A report has been completed and presented to Council a link to the report and associated appendix can be found below</p> <p>Link to: Canniesburn Round-about Project.pdf</p> <p>Link to Appendix - PowerPoint Presentation</p>
44.	What assessment has been made of the traffic congestion caused by the new lights at Bearsden railway station?	Roads Technical & Engineering Team	A formal assessment has yet to be completed, but the location will be monitored and assessed following a settling in period.
45.	What action will be taken to prevent vehicles using the Corum property slip road to bypass traffic lights at Canniesburn?	Roads Technical & Engineering and Traffic & Transport Teams	Any vehicle using the parking area has to give way to vehicles exiting the Toll. The signal timings should mitigate against that. Also, for most origins/destinations, there will be better routes.
46.	Why has a damaged vehicle remained at Canniesburn Roundabout for an extended period?	Community Safety Team	The vehicle is accident damaged and is likely waiting on insurance company to uplift. VRM is not recognized on DVLA Tax and Mot check so the Service have emailed Police Scotland to see if they have an accident report or incident relating to the vehicle.

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47.	When will the road surface on Birkhall Drive be inspected and scheduled for repair or resurfacing?	Roads Network Operations Team	<p>The attached is a link to the Technical Notes 2025 - Issue 52 - East Dunbartonshire Council 3 years Projected Carriageway and Footway Resurfacing Programme - East Dunbartonshire Council. The 3-year rolling programme is updated annually and issued at the start of each financial year.</p> <p>I can confirm that Birkhall was scheduled to be resurfaced (carriageway) in March/April 2026. However, unfortunately the coal tar test was positive and the work was postponed. Resurfacing work to known coal-tar locations is undertaken by an external contractor and we are currently unable to confirm a timescale for this work.</p>
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48.	Can the Council clarify the ownership of the pedestrianised area at the end of Milngavie precinct where Mugdock Road meets Station Road outside Garvies?	Estates Team	The location comes under Council ownership.
49.	Why is this supposed pedestrian area being used for long-term parking and delivery vehicle access?	Roads Technical & Engineering and Community Services Team	The area is separated into disabled parking and loading.
50.	Would the Council consider relocating the bollards to prevent vehicles parking in this area?	Community Services & Roads Technical & Engineering Teams	No, as the Council has prioritised the area for disabled parking and loading.
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51.	The service bay in the centre of Canniesburn Roundabout is intended for vehicles carrying out ground maintenance.	Streetscene Operations Team	The service bay will be part of the ground's maintenance programme for the roundabout area.

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	Where will the maintenance vehicle park while the grass on the service bay itself is being cut?		
52.	What measures exist within the Council to prevent significant overrunning over spending on infrastructure projects?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Major projects are overseen by management boards which comprise of the relevant teams and officers involved.</p> <p>If a project is likely to exceed its programme or budget, this is identified early through regular monitoring and reporting. The project is then reviewed to understand the causes and appropriate actions are put in place.</p> <p>Any significant changes to scope, programme, or budget are subject to formal approval processes, ensuring appropriate oversight by senior management and elected members. Where necessary, additional funding must be justified and approved through the Council's governance procedures.</p>
53.	Has action ever been considered where project time and/or budget have been significantly exceeded?	Roads Technical & Engineering and Traffic & Transport Teams	<p>Yes. Generally, these things are resolved before the project gets underway, but we use project management technique to resolve issues.</p> <p>Where a project exceeds its agreed timeline or budget, a range of contract management actions can be considered to manage the situation. These measures ensure that projects are actively managed, with accountability and cost control maintained throughout delivery.</p>
54.	What is the annual cost of replacing bollards on buildouts in the Kessington area?	Roads Technical & Engineering and Roads Network Operations Team	The annual cost of reactive repairs to the specific location is not information that is held on file.
55.	Are there any plans to remove these buildouts?	Roads Technical & Engineering Team	No.

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56.	Why is there no left-turn filter light from Rannoch Drive into Maryhill Road?	Roads Technical & Engineering Team	The right-turn filter from Maryhill Road only operates if there is demand. A left turn filter out of Rannoch Drive could operate at the same time, but only when there is demand from Maryhill Road. A dedicated filter out of Rannoch Drive would take time out of Maryhill Road and would likely create more traffic problems than it would solve by allowing extra time for Rannoch Drive this would have a knock on effect on Maryhill Road.
57.	How many road inspectors does East Dunbartonshire Council employ?	Executive Officer Roads & Neighbourhood Services	3 covering the following geographical areas <ul style="list-style-type: none"> • 1 covering Bearsden & Milngavie • 1 covering Bishopbriggs & Torrance • 1 covering Kirkintilloch, Lenzie & the Villages
58.	Are road inspectors required to sign off contractor work before contractors are paid?	Executive Officer Roads & Neighbourhood Services	No, but Roads Technicians monitor and sign off work undertaken on behalf of East Dunbartonshire Council Roads Inspectors carry out CAT A, B, and C inspection for the work carried out by utility companies and/or the contractor on utilities companies' behalf. If any work fails on standard, utility companies must accept it and arrange for revisit and repairing the area with acceptable standard. Also, developer officers inspect quality of work carried out by housing developers and contractors.
59.	The pavement parking legislation allows for 1.5 metres of clear pavement. Why have more narrow roads in East Dunbartonshire not been listed for exemption?	Roads Technical & Engineering Team	The pavement parking legislation allows the Council to exempt a pavement that would allow parking and 1.5m unobstructed passage. However, the point of the act is to return pavements to those that need them most. Generally, roads that have wide pavements are also wide roads and there is no need to allow pavement parking.
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60.	Are EDC and Councillors aware that Macfarlane Road, a small residential street, is being used seven days a week as an informal car park by people attending activities at Kessington Hall and the mosque on Speirs Road, from as early as 5am until around 9pm? Given that the road is also part of a cycle route and is not suited to this level of parking, what action will the Council take to address the impact on residents, including difficulties parking near their homes and reduced visibility when exiting driveways?	Roads Technical & Engineering Team	<p>The Council is looking at options to allow some parking on pavements on Speirs Road and prohibiting parking on some stretches of Kessington Road.</p> <p>Residents can apply for access protection markings at their driveways. Access Protection Markings - East Dunbartonshire Council Note there is a charge for this service.</p>
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61.	How does a resident apply to EDC to have their pavement repaired because it is dangerous?	Roads Network Operations Team	<p>Residents can report road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p> <div data-bbox="1335 740 1906 884" style="border: 1px solid black; padding: 5px;"> <p>Roads, Pavements & Transport</p> <ul style="list-style-type: none"> Gritting Road faults Traffic/street lighting faults </div>
62.	How does a resident apply to EDC to have their road repaired because it is in a poor state?	Roads Network Operations Team	<p>Residents can report road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p> <div data-bbox="1335 1043 1906 1187" style="border: 1px solid black; padding: 5px;"> <p>Roads, Pavements & Transport</p> <ul style="list-style-type: none"> Gritting Road faults Traffic/street lighting faults </div>
63.	Can EDC reintroduce RaLF (Roads and Lighting Faults) or introduce a similar reporting system?	Roads Network Operations Team	<p>Residents can report road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p>

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			<p>Roads, Pavements & Transport</p> <p>Gritting</p> <p>Road faults</p> <p>Traffic/street lighting faults</p>
64.	Would EDC consider reinstating the school bus from Westerton to Boclair Academy?	Education	<p>The policy for home to school transport changed for secondary schools in 2012. This is where adherence to statutory guidance was applied that secondary school transport is provided for catchment pupils who reside over 3 miles from their catchment school, or do not have a safe walking route. The route from Westerton area to Boclair Academy is within the statutory distance and is classed as a safe walking route. Since the introduction of the policy, parents contracted with a bus company to perform the route for a fee, paid for by the parents. Unfortunately, the bus company decided to revoke the service two years ago as it was not viable. This was not a Council decision as the contract was between the parents and the transport operator. There is public transport provision that passes near to Boclair Academy in way of bus and train. With regards to the policy, I have attached the link to the Council website for ease: Free school transport - East Dunbartonshire Council</p>
65.	The X10 bus route through Kessington is at risk due to inconsiderate parking. What do EDC and the Councilors propose to do to ensure that this bus route remains clear?	Roads Technical & Engineering Team	<p>The Council has engaged with SPT and the Bus Operator and is exploring the options to prohibit parking on some stretches of Kessington Road to allow larger vehicles to pass.</p>
66.	██████████		
67.	Glasgow City Council is continuing to invest in safe cycle routes. Are there any plans to create routes in East Dunbartonshire to link up with these?	Traffic & Transport Team	<p>Work is ongoing to prepare the Council's new Active Travel Strategy. Cross-boundary active travel linkages and shared priorities between Glasgow City Council and East Dunbartonshire will be considered as part of this</p>

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			work to facilitate a coordinated approach to the delivery of infrastructure.
68.	Many roads around Bearsden and Milngavie (e.g. Milngavie Main Street /A81, Drymen Road south of the Cross) are far wider than they need to be, meaning higher costs for repair and resurfacing. What plans are there to implement “road diets”, which would reduce traffic speed, improve safety and create more space for walking and cycling?	Roads Technical & Engineering and Traffic & Transport Teams	Work is ongoing to prepare the Council’s new Active Travel Strategy. Reallocation of road space for active travel will be considered within the development of the new Active Travel Strategy in locations where this is deemed feasible and appropriate.
69.	Can EDC trial new schemes using low-cost pilots (like installing wands to create cycle lanes) to measure impact and gather evidence?	Traffic & Transport Teams	Work is ongoing to prepare the Council’s new Active Travel Strategy. Trial schemes will be considered within the development of the new Active Travel Strategy in locations where these are deemed to be feasible and appropriate.
70.	What is the EDC long term vision for active travel infrastructure? How does it align with the Scottish Government priorities?	Traffic & Transport Teams	<p>The Council is currently preparing a new Active Travel Strategy, based on a review of national, regional and local policy, consultation with the people of East Dunbartonshire and a comprehensive assessment of East Dunbartonshire’s existing active travel assets.</p> <p>The new Active Travel Strategy is being developed in line with Transport Scotland’s Active Travel Strategy Guidance. This reflects the Scottish Government’s Travel Hierarchy policy, anchored in the National Transport Strategy (NTS2). It ranks walking, wheeling and cycling first, followed by public transport, and, lastly, private car use, aiming to shift behaviour and investment toward active travel and help to achieve national and local net zero targets.</p> <p>More information is available here:</p> <p>Sustainable travel and the National Transport Strategy Transport Scotland</p>

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			The draft Active Travel Strategy will be consulted upon in late-2026/early-2027.
71.	Has EDC been slow to draw down Scottish Budget for road safety improvements such as active travel infrastructure in the past?	Roads Technical & Engineering and Traffic & Transport Teams	The Council is always exploring external funding opportunities and aims to utilise them for suitable projects where appropriate.
72.	What specific plans does EDC have to improve active travel infrastructure in our area in the new fiscal year?	Traffic & Transport Teams	As reported to the Council's Policy and Resources Committee, the Council continues to progress a wide range of Active Travel and Capital Path Improvements. Current projects within the Bearsden and Milngavie area include the A807 Detailed Design (Phases 1B, 2 and 3) and design options of access improvements at Bearsden Train Station. Planned Capital Path Improvements for 2026 include Craighdu Wedge Phase 2 and the Cluny Park Path. All projects are supported through external funding by Transport Scotland.
73.	What strategies does EDC have in place to enforce existing speed limits? Will there be more patrols and cameras?	Roads Technical & Engineering	<p>Enforcement of speed limits is the responsibility of police Scotland.</p> <p>Police Scotland advise they will continue to enforce local speed limits according to a risk-based approach and operational resources.</p> <p>I would also highlight the East Dunbartonshire, Road Policing Plan for 2026 and specifically the under noted section which covers the enforcement of 20mph within Bearsden.</p> <ul style="list-style-type: none"> In late 2025 East Dunbartonshire Council designated over 300 roads in Bearsden a 20mph zone as part of a broader move to improve road safety as well as active travel. This affects the majority of Bearsden including A81 Milngavie & A739 Switchback/ Bearsden rotes. East Dunbartonshire Police will support the introduction of the widespread 20mph zone with dedicated enforcement activity deploying

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			<p>local and national road policing assets as well as the Police Scotland Safety Camera Partnership throughout the zones.</p> <p>Safety cameras are placed to reduce collisions. These locations are assessed and prioritised by the safety camera partnership annually.</p>
74.	How does EDC measure the success of implemented traffic calming measures?	Roads Technical & Engineering	The Council looks at vehicle speed through traffic surveys, police collision data, resident feedback. If average speed is reduced to the desired level (usually around 24mph in a 30mph limit) and injury collisions reduce over 36 months, that would be considered a success. If residents stop asking for speed reduction measures or if residents on adjacent streets ask for similar measures, that would also be considered a success.
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75.	Why is a 20mph speed limit needed on Maryhill Road between Rannoch Drive and the BP garage when this stretch has no driveways opening directly on to the road and there are three pedestrian lights available to make safe crossings? (e.g. for Westerton pupils walking to Boclair Academy.)	Roads Technical & Engineering Team	To provide a consistent message to drivers that within Bearsden they should drive below 20mph.
76.	When will the council re-instate the scheme whereby the drains known to cause the worst flooding in the area are cleared first during periods of heavy rainfall?	Roads Network Operations Team	
77.	Will the council re-assess the confusing traffic lights at the Maryhill Road/Rannoch Drive junction to improve safe usage for both vehicles and pedestrians.	Roads Technical & Engineering Team	See 28, 29 and 56.
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78.	<p>What is the Council going to do about uneven pavements and obstructions to pavements such as trees and shrubs from adjacent gardens overgrowing the footpath? As a pedestrian who is visually impaired, this causes me many problems, but this new law has done little to help me.</p>	Roads Network Operations Team	<p>Residents can report road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p> <div data-bbox="1335 355 1906 499" style="border: 1px solid black; padding: 5px;"> <p>Roads, Pavements & Transport</p> <ul style="list-style-type: none"> Gritting Road faults Traffic/street lighting faults </div> <p>I would refer the resident to the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment and priorities.</p>
79.	Should local authorities be required to enforce pavement parking legislation given parts of England do not enforce it?	Roads Technical & Engineering Team	<p>Yes, The Transport (Scotland) Act 2019 introduced a national ban on pavement parking, aimed at enhancing pedestrian safety and accessibility.</p> <p>Where parking enforcement has been decriminalised (as in EDC), the local authority is responsible for enforcing the Act.</p> <p>The Transport (Scotland) Act 2019 includes significant provisions aimed at improving road safety and accessibility for pedestrians. One of the key features of this legislation is the ban on pavement parking, which prohibits parking on pavements, at dropped kerbs, and double parking. This move is designed to protect vulnerable road users, including pedestrians, wheelchair users, and those with visual impairments, by ensuring that pavements remain clear and accessible.</p>
80.	If someone has parked on a pavement but there is sufficient space for pedestrians, push / wheelchairs etc. to proceed unhindered, should that person be ticketed?	Roads Technical & Engineering Team	Yes, unless there is an exemption or exception in place as laid out in the Transport (Scotland) Act 2019

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81.	What can the Council do to address inconsiderate parking made worse by the new parking requirements?	Roads Technical & Engineering Team	<p>The Council is currently monitoring the implications of the pavement parking ban by collating internal and external feedback. This information may be used to bring forward further mitigations to manage parking in certain locations. Any additional mitigation would be subject to a Traffic Regulation Order and both statutory and public consultation if taken forward.</p> <p>If inconsiderate parking is obstructive or dangerous, or preventing access to the public road, that can be reported to Police Scotland on the 101 number.</p> <p>If the parking is across driveways, customers can apply for Access Protection Markings - East Dunbartonshire Council Note there is a charge for this service.</p>
	[REDACTED]		
82.	What is the Council going to do about the urgent problem of potholes and deteriorating road surfaces? I wouldn't like to cycle now - some of the potholes in the area are deep enough to throw a cyclist off the bike and into traffic. I do report potholes whenever I can, but now there are so many that I can report only a tiny fraction of them.	Roads Network Operations Team	<p>Residents can report road faults via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p> <div data-bbox="1335 892 1906 1035" style="border: 1px solid black; padding: 5px;"> <p>Roads, Pavements & Transport</p> <ul style="list-style-type: none"> Gritting Road faults Traffic/street lighting faults </div> <p>I would refer the resident to the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment and priorities.</p> <p>Attached is a link to the Technical Notes 2025 - Issue 52 - East Dunbartonshire Council 3 years Projected Carriageway and Footway Resurfacing Programme - East Dunbartonshire Council. The 3-year rolling programme is updated annually and issued at the start of each financial year.</p>

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83.	In Alexander Grove cars are increasingly driving as fast as 40mph on the road down to the Allander Leisure Centre. Can speed bumps and better signage be put into place before there is a serious accident?	Roads Technical & Engineering Team	<p>The introduction of physical traffic calming measures is evidence based and requires a Traffic Regulation Order which includes statutory and public consultation as well as Council approval.</p> <p>The location has been highlighted to the relevant team.</p>
84.	Does the Council ensure that any contractors working on the roads and pavements leave room for a pram so I don't need to wheel the pram onto the road? (e.g. the company working on Milngavie Road improvements)	Roads Technical & Engineering Team	<p>Yes, if the Service is aware of the issue the Roads Technicians, and Inspectors have powers to address obstructions caused by contractors.</p> <p>Residents can report road and traffic related issues via the East Dunbartonshire Council website - Report It - East Dunbartonshire Council</p> <div data-bbox="1335 762 1906 906" style="border: 1px solid black; padding: 5px;"> <p>Roads, Pavements & Transport</p> <ul style="list-style-type: none"> Gritting 🔗 Road faults 🔗 Traffic/street lighting faults 🔗 </div> <p>I would refer the resident to the Road Inspection and Maintenance Plan 2024 to 2027 which provides clear guidance on Road Condition Assessment and priorities.</p>
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85.	What can the Council do about busses travelling down Moorfoot Way far in excess of the 20MPH limit in both directions. There are circa 68 busses per day using this circuit.	Roads Technical & Engineering Team	<p>Police Scotland advise they will continue to enforce local speed limits according to a risk-based approach and operational resources.</p> <p>I would also highlight the East Dunbartonshire, Road Policing Plan for 2026 and specifically the under noted</p>

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			<p>section which covers the enforcement of 20mph within Bearsden.</p> <ul style="list-style-type: none"> In late 2025 East Dunbartonshire Council designated over 300 roads in Bearsden a 20mph zone as part of a broader move to improve road safety as well as active travel. This affects the majority of Bearsden including A81 Milngavie & A739 Switchback/ Bearsden rotes. East Dunbartonshire Police will support the introduction of the widespread 20mph zone with dedicated enforcement activity deploying local and national road policing assets as well as the Police Scotland Safety Camera Partnership throughout the zones. <p>The Council is in favour of sustainable travel, such as bus use and does not prohibit busses from using streets that do not have physical constraints (height, width or weight).</p>
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86.	Can the Council consult Community Councils and other interested parties when making changes to roads such as: Safe routes to schools, Installation of mechanised crossings or Any alteration to lighting, roads, or any council property in or conterminous with conservation areas?	Roads Technical & Engineering Team	<p>Community Councils are considered statutory consultees and are included in any statutory and public consultation. Specifically, community councils are consulted on traffic regulation order covering parking, speed limits, traffic calming.</p> <p>Traffic signals are permitted development and do not require consultation. However, officers will make efforts to consult locally, particularly where changes may be seen as contentious.</p>
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87.	What can the Council do about the 480 (unwanted) Buses each week travelling up and down Moorfoot Way? (This affects approx. 711 homes, regarding 20mph speed limits and damage to our roads.)	Roads Technical & Engineering Team	<p>I can advise that East Dunbartonshire Council is not responsible for the introduction of new or re-routed bus services, and I would respectfully suggest that your enquiry should be initially directed toward SPT (Strathclyde Partnership for Transport - Contact Us SPT Strathclyde Partnership for Transport) or West Coast Motors (Bus Operator).</p>

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88.	I believe that on average the speeds have reduced, based on my not very scientific observations whilst out walking my dog! However, I am still seeing some really egregious behaviour, especially when the roads are quieter at night. And I've been overtaken in my car multiple times on Boclair Road, Drymen Road and Auchenhowie Road at all times of day in recent months, so I am disappointed with the enforcement of the speed limits. The cameras have all been turned off and, based on their Twitter feed, the police have barely been out policing the limits.	Roads Technical & Engineering Team	<p>Police Scotland advise they will continue to enforce local speed limits according to a risk-based approach and operational resources.</p> <p>I would also highlight the East Dunbartonshire, Road Policing Plan for 2026 and specifically the under noted section which covers the enforcement of 20mph within Bearsden.</p> <ul style="list-style-type: none"> In late 2025 East Dunbartonshire Council designated over 300 roads in Bearsden a 20mph zone as part of a broader move to improve road safety as well as active travel. This affects the majority of Bearsden including A81 Milngavie & A739 Switchback/ Bearsden rotes. East Dunbartonshire Police will support the introduction of the widespread 20mph zone with dedicated enforcement activity deploying local and national road policing assets as well as the Police Scotland Safety Camera Partnership throughout the zones.
89.	So my question is - can you please ensure you work with the police to bring some enforcement to the limits, especially at night when quieter roads allow higher speeds?	Roads Technical & Engineering Team	<p>Police Scotland advise they will continue to enforce local speed limits according to a risk-based approach and operational resources.</p> <p>I would also highlight the East Dunbartonshire, Road Policing Plan for 2026 and specifically the under noted section which covers the enforcement of 20mph within Bearsden.</p>

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90.	There are council portals to report problems on the roads, pavements, and so on but no (easy) way that I can see of reporting pavement parking. Is this something you can resolve?	Community Safety Team	Incorrect parking on footways, double parking, and parking at dropped crossings can be reported to the Council by contacting Customer Services on 0300 123 4510 or emailing parking@eastdunbarton.gov.uk . While every report will be reviewed, the Council may not always be able to attend every street where incorrect parking is reported.
91.	Bellmouth junctions. Active Travel strategy from a couple of years ago sought to phase these out. They are very wide for pedestrians to cross and allow cars to sweep into them with barely a change in speed. So far I am aware of 2 changes to bellmouth junctions - Manse Road/Drymen Road in Bearsden and Strathblane Road/Moor Road in Milngavie. I was surprised to see that the resurfacing of the Iain Road/Thorn Drive junction saw the wide bellmouth junction maintained. Can you explain this specific decision to retain the shape of the junction as was, and explain what the plans are for the future phasing out of these wide junctions if such a plan exists?	Roads Technical & Engineering Team	<p>The junction of Iain Road/Thorn Drive has been narrowed by 3 metres. The Council has to balance the needs of pedestrians and drivers. This s the third junction at Iain Road to be treated this year.</p> <p>The Service continues to assess other junctions for remedial action as resources allow.</p>
92.	I understand that the issues at Bearsden Cross (jumping the lights and causing danger to pedestrians and other cars) have been identified and that the police are working	Roads Technical & Engineering Team	The Service has reviewed the location previously and is currently discussing the issues raised with Police Scotland. Regrettably, due to the width of the footway on

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	with EDC on this. Can you please ensure any plan includes barriers (or bollards) to protect pedestrians? They are on 2 sides but not on the north west and south west sides. When I asked the council several years ago (as a member of the primary school parent council) the person said the pavement was too n		the northwest and southwest sides the Service is unable to install guardrail or bollards as these would significantly narrow the footway.
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93.	Has there been any review of the increased traffic congestion/ longer journey times and likely worsening levels of pollution which seem to coincide with works on the Canniesburn roundabout, the new traffic lights on Drymen road at the junction with Station road, the change to the sequencing of the traffic lights at Bearsden Cross and the blanket imposition of the 20mph speed limit?	Roads Technical & Engineering Team	It should be noted that the purpose of the works mentioned was not to increase traffic flow. It was to enable sustainable travel and promote road safety. Lower speeds reduce the number and severity of collisions. The signals have altered the priority of movement at the Toll, enabling pedestrian movement. An external assessment showed 39% of average journey times reduced. Of the 61% that increased, 90% were less than 1 minute. Officers will consider the success of the 20mph limit on individual streets after it has been rolled out across the authority area.
94.	- Why would you not prevent parking on Station road from Drymen road to beyond Pendicle road to improve the flow of traffic?	Roads Technical & Engineering Team	There is limited parking at Bearsden Station. The Council allows parking on Station Road. If it was prohibited, the parking would move to other roads that don't currently have parking. High traffic flow is one of the competing demands on the road network.
95.	- Have you considered switching off the traffic lights on Canniesburn roundabout outside rush hour - making them part time?	Roads Technical & Engineering Team	No. The priority is to enable safe sustainable travel.
96.	- Why is the left hand lane on the roundabout from the Switchback only meant to be used for vehicles turning into Canniesburn road when it makes sense for it to be used for those cars selecting Drymen road too?	Roads Technical & Engineering Team	To avoid lane changing on the Toll, which leads to sideswipe incidents.

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97.	- Why does the filter on the light for Station Road regularly not activate despite cars queuing in the right hand lane?	Roads Technical & Engineering Team	This usually depends on the behaviour of the driver at the front. The filter will not activate if there is opposing flow. Also, if the driver doesn't roll forward, the detectors will not register the vehicle.
98.	- When will the council recognise that the 30mph speed limit should be re-introduced to the main roads running through Bearsden?	Roads Technical & Engineering Team	Officers will consider the success of the 20mph limit on individual streets after it has been rolled out across the authority area.
99.	- There have been a substantial number of road works over the last year resulting in substantial disruptions, generally because they overlapped with each other. Can these be better managed so that their impact is reduced this year?arrow and wheelchairs and prams wouldn't fit. This is nonsense as the narrowest point is the traffic light post, not the edge of the pavement. There is plenty of space and barriers work to help protect pedestrians (right outside the primary school) at what is the site of countless accidents and close shaves over the years.	Roads Technical & Engineering Team	<p>Public utilities companies, known as statutory providers, have a right to install, inspect and maintain infrastructure in the road. Roads authorities also need to inspect and maintain the roads and footways, including road markings, signs, signals, lights, street furniture, drainage, etc.</p> <p>There were 50 notices for road works in March 2026 in Bearsden. This is a fraction of the demand for works in the area. Council officers attempt to minimise disruption to road users by not permitting works requiring traffic management on diversion routes for works needing a road closure. This is not always possible due to emergencies, such as water bursts or gas leaks.</p> <p>Different utility companies are usually not able to carry out works at the same time in the same hole in the road because of the risks. Different utilities are laid at different depths to keep them apart and reduce the risk of a problem with one causing a problem with another.</p>