

Evidence Report G: Options Generated – October 2022

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Introduction

Options for the second Active Travel Strategy were generated through public consultation in the Active Travel Discussion of Summer 2021. Members of the public were invited to contribute to an interactive, online Ideas Map. 301 people submitted over 1,000 different ideas to the map. This demonstrates there is a group of people within East Dunbartonshire who are engaged with and passionate about active travel. The ideas from this map, alongside ideas for other active travel infrastructure or projects, gathered through other processes of engagement such as online sessions, phone calls and email correspondence, form a system of option generation. This Evidence Report contains the methodology for how options have been generated for the second Active Travel Strategy and a summary of the long list of options specifically generated for each area of East Dunbartonshire.

This Evidence Report does not pass a comment on the suitability of these options. This report is a list of the options generated through the Active Travel Discussion of Summer 2021.

A number of supporting Appendices are contained within Evidence Report H.

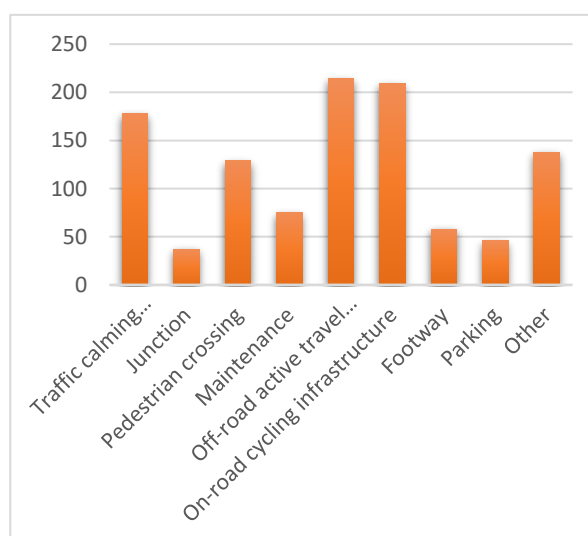
Summary of options

Although the bulk of the ideas received came from the ideas map, ideas were generated from different forms of consultation including emails, phone calls and online sessions. The tables and graphs below outline the type and location of ideas submitted during the consultation that took place in 2021.

The options generated are divided into categories. Notably, when traffic calming measures and categories involving upgrading pedestrian amenity are combined, they represent a more significant group of ideas. Combining traffic calming, junctions, crossings and footways into a broader pedestrian infrastructure category means those ideas represent nearly 40% of total options.

The following table and graph indicate the categories to which all ideas received belong.

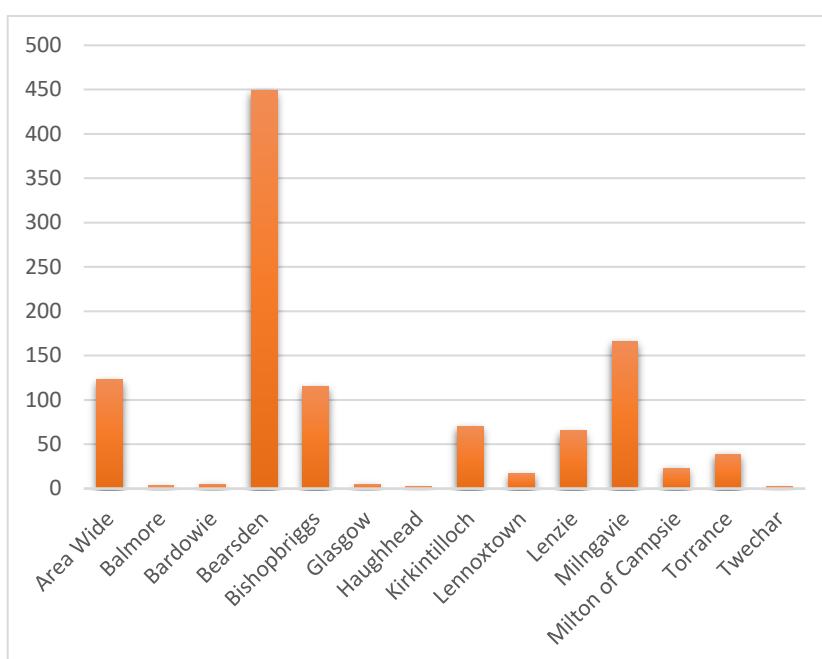
Categories	Count	%
Traffic calming measures/vehicle speeds	178	16.4%
Junction	37	3.4%
Pedestrian crossing	129	11.9%
Maintenance	75	6.9%
Off-road active travel infrastructure	214	19.7%
On-road cycling infrastructure	209	19.3%
Footway	58	5.6%
Parking	46	4.2%
Other	138	12.7%
Total	1084	



The table and graph show that a significant proportion of ideas relate to on- and off-road active travel infrastructure (around 39% in total). If the categories of traffic calming, junctions, pedestrian crossings and footways are combined, then ideas directly relating to pedestrian provision total approximately 37%.

The following table and graph show which community all ideas received relate to.

Locations	Count	%
Area Wide	123	11.4%
Balmore	3	0.3%
Bardowie	5	0.5%
Bearsden	449	41.4%
Bishopbriggs	115	10.6%
Glasgow	5	0.5%
Haughhead	2	0.2%
Kirkintilloch	70	6.5%
Lennoxtown	17	1.6%
Lenzie	65	6.0%
Milngavie	166	15.3%
Milton of Campsie	23	2.1%
Torrance	39	3.6%
Twechar	2	0.2%
Total	1084	



With 57% of total ideas, Bearsden and Milngavie are the most represented community areas. Kirkintilloch and Lenzie received 13% of ideas and Bishopbriggs received just over 10% of total ideas. Ideas for each community area often include granular detail on the specific location and nature of the proposed interventions. The following section includes details of ideas put forward on the ideas map, both area-wide and divided by community. Where a large number of ideas were received, brief summaries are included to make reading the following tables clearer and easier.

Area-wide

Area-wide ideas do not relate to a particular place but may refer to the East Dunbartonshire network as a whole, the infrastructure supporting it or soft measures unlinked to a place.

Categories	Count	Summary of ideas
Traffic calming measures/vehicle speeds	4	Wider roll-out of 20mph speed limit, speed cameras, reduced traffic levels and police enforcement of dangerous driving around schools.
Maintenance	3	Better road, pavement and cycle network surfaces free of potholes.
Off-road active travel infrastructure	1	Well-lit routes.
On-road cycling infrastructure	6	More segregated cycle lanes with added priority for turning cyclists, priority at intersections and advanced stop lines at all key traffic lights.
Footway	1	Removal of cyclists from pavements.
Parking	5	Enforcement of pavement parking ban, traffic-free school restrictions, enforcement of parking in bus areas, parking on the edges of towns so towns have less traffic and, on the other hand, the removal of parking charges.
Other	32	<i>'Soft' measures that build capacity amongst the community to promote and increase levels of active travel.</i> Improved cycle storage and parking, educational programmes for drivers and cyclists, improved driver behaviour, better performing public transport, community cycle schemes, marketing campaigns highlighting benefits of active travel and not using cars, safer spaces for women, cycle to work schemes, more walking and cycle groups, more visible police officers on bikes, better provision of active travel information for young people and allowing electric bike charging at EV charging points.
Total	52	

Bearsden

Bearsden received 281 submissions from the ideas map: the area with the most engagement. This is likely due to population size, a particularly engaged population and recent active travel development in the area which has attracted strong views both positive and negative.

The ideas received from Bearsden, in summary, were as follows:

- Traffic calming infrastructure, lower speed limits and restrictions on vehicle access to some places (for example around schools at certain times).
- Make design interventions at junctions to increase safety for pedestrians, change traffic light signals and junction design to increase priority for pedestrians and cyclists.
- Improve pedestrian amenity to make walking safer and more pleasant.
- Remove obstructions and ensure paths are maintained.
- Ensure off-road paths that connect key amenities are suitable for all users and modes of active travel; replace steps with ramps to increase accessibility of paths for all.
- Link key amenities by segregated cycling infrastructure and improve protection from traffic, access and signals on existing routes.
- Improve pedestrian infrastructure around key amenities.
- Contrasting views on parking charges; agreement on enforcement of dangerous/illegal parking.
- Provide more cycle parking around key amenities and support for allocating space for active travel.

A comprehensive list detailing all unique ideas received in Bearsden is available in Appendix 1.

Milngavie

Milngavie received 85 entries on the ideas map. Those ideas, summarised, were as follows:

- Traffic calming measures, low traffic neighbourhoods and reduced speed limits.
- Improved junction design for pedestrian safety.
- More crossing points for pedestrians with increased priority at key crossings; complaints about traffic speeds.
- Cycling permitted in town centre precinct, improved off-road paths and improved sharing of paths around reservoirs.
- Extend Bears Way to town centre and station, improve on-road infrastructure to provide cyclists with increased safety, implement more segregated cycling infrastructure.
- Wider pavements and better/raised crossings to improve the pedestrian experience.
- Enforce upcoming ban on pavement parking as well as other parking restrictions.
- Improve public transport and active travel signage.

A comprehensive list detailing all unique ideas received in Milngavie is available in Appendix 2.

Bishopbriggs

Bishopbriggs received 88 entries on the ideas map. The following list provides a summary of the ideas received:

- Range of traffic calming measures supported.
- Support for increased numbers of safer crossings.
- More maintenance required on off-road paths, particularly regarding poor surfaces.
- Many proposals for new off-road paths as well as improvements to existing ones, maintenance of surfaces and vegetation on paths, connections to canal from town centre and from town centre to residential areas very important.
- Support for segregated cycling infrastructure linking key amenities, residential areas and Bishopbriggs town centre.
- Enhance and enforce parking restrictions.
- Support for different types of secure cycle parking across the area is particularly notable.

A comprehensive list detailing all unique ideas received for the Bishopbriggs community is available in Appendix 3.

Kirkintilloch, Lenzie and Twechar

Kirkintilloch, Lenzie and Twechar received 100 entries on the ideas map. Those ideas, summarised, are as follows:

- Traffic calming and speed limits suggested for various locations.
- Numerous crossings proposed at key locations where active travel comes into conflict with traffic.
- Many maintenance issues brought to light including surface issues, vegetation and lighting.
- Off-road path ideas were numerous, as well as suggestions to improve existing paths. Two ideas suggest cycling is incompatible with walking in Lenzie Moss.
- Segregated cycling infrastructure suggested throughout the area, connecting key amenities, schools and residential areas.
- There are gaps in pedestrian infrastructure that require to be addressed and improvements that need to be made to the current network of footways.
- Parking restrictions and infrastructure to regulate parking proposed. Enforcement of/discouraging idling. Traffic-free schools.

A comprehensive list detailing all unique ideas received for the Kirkintilloch, Lenzie and Twechar area is available in Appendix 4.

Torrance, Balmore and Bardowie

A total of 21 ideas were submitted in these communities. A summary of the ideas received is presented below:

- Speed restrictions; general traffic calming infrastructure required.
- New crossings should be introduced.
- Off-road paths required better maintenance, particularly control of vegetation.
- Well-supported ideas for off-road active travel paths.
- Two proposed on-road, segregated cycle routes.

A comprehensive list detailing all the unique ideas received for the Torrance, Balmore and Bardowie area is available in Appendix 5.

Lennoxtown, Milton of Campsie, Clachan of Campsie and Haughhead

There were 38 ideas received for these communities. A brief summary of the ideas is provided below.

- Traffic calming and speed restrictions.
- Pedestrian priority crossings.
- Surfaces, control of vegetation growth and signage require improvement on local paths.
- Numerous off-road cycle and footpaths proposed.
- Roads should be made safer for cyclists.
- Wider pavements and addressing gaps in footway infrastructure.
- Public transport link to Mugdock Park in summer.
- Lack of follow-up to Bikeability courses in schools; school children need to walk and cycle to school but, given concerns, parents reluctant to allow it.

Appendix 6 details all the unique ideas received for this area.

Online sessions

This section will detail the options generated from the online sessions that took place in 2021 as part of the Active Travel Discussion. The following is a list of options generated over the 12 online sessions: this list of options includes proposals and arguments made that cannot be directly linked to a tangible proposal but are nonetheless important to consider in the production of the new Active Travel Strategy.

- Public and political acceptability of active travel investment; difficulty of a loud minority who drive opposition to change.
- Archiving ideas for future use if not taken on in current ATS.
- Increase pace of change, for example Manse Rd; mechanism for reporting issues in real-time.
- Routes to Bearsden schools.
- Cars at Colquhoun Park causing issues.
- Canniesburn Toll, Westerton and Colquhoun incorporated into wider network.
- Cycling should be considered in all road planning projects.
- Junctions, roads around schools and speed of traffic all present large barriers to parents and children who want to cycle to school.
- Extend NextBike to East Dunbartonshire.
- Make economic development case for extension of Bears Way.
- Active travel access to Douglas Academy.
- A807 at Bardowie difficult for pedestrians to safely navigate; poor access to local active travel routes.
- Torrance-Milngavie loop route.
- Encourage active travel to Balmuildy School, currently unsafe due to poor parking.
- Cross-boundary links with Glasgow.
- Concern with focus on recreational active travel; some favour a focus on commuting and everyday journeys.
- Consider what enhances and limits accessibility: dropped kerbs, barriers, pavement parking ban.
- Implement Spaces for People, prioritising buses and cycling on roads.
- Improve maintenance, particularly Torrance to Lennoxtown footpath.
- Not enough active travel investment in Milton of Campsie.
- Route from Campsie Glen to Milngavie/Glasgow that avoids the need to cycle on busy/fast roads.

- Route from Haughhead to Glasgow via Torrance that avoids the need to cycle on busy/fast roads.
- Strathkelvin Railway Path maintenance issues.

Email correspondence

Emails were received at a dedicated Council address during the Active Travel Discussion. Some proposals, such as extending Bears Way and calling for a wider network of off-road and segregated active travel infrastructure, were repeated numerous times.

General

- Consultation material disproportionately represents cycling over other forms of active travel (pictures and email address).
- Support for the Council's approach to EV charging.
- Support for improving pedestrian amenity due to the area's ageing population and the need to safely access services.
- Station between Milngavie and Hillfoot.
- EVs not a single solution as do not solve problems of unequal access to transport.
- Electrify buses; ensure buses serve every town and have priority over cars.
- Measures to discourage unnecessary use of private cars.
- Explore partnership options with landowners to develop better paths.
- Prioritise the climate and biodiversity emergencies.
- Save Council road maintenance costs by installing segregated cycling infrastructure.
- Benefit to local businesses.
- Better promotion for cycling uptake events, for example Cycle to School Week.

Area-wide

- Integrated network of public transport and active travel to facilitate journeys anywhere within East Dunbartonshire – i.e. secure cycle parking conveniently located near bus stops.
- Core paths should not be classified as such without links to a wider network – lots of paths stop in illogical places lacking connections.
- Existing roads adapted to include cycle lanes.
- On-road cycling is safer and better than off-road routes when dark even though roads are busy – support for on-road infrastructure.
- Speed limits on all roads in built-up areas reduced to 20mph to promote active travel.
- Cross-boundary linking of active travel routes.
- Emphasis on maintenance of current routes.
- New development should require investment in segregated active travel infrastructure to avoid car dependency.
- Implement shared use paths where segregated infrastructure is unfeasible.
- A healthcare worker emailed the Council urging take-up of temporary, cheap to implement, Spaces for People, cycling infrastructure to facilitate social distancing in the short term and allow key workers to travel to work sustainably.

Proposals to improve active travel for those with restricted mobility:

- Off-road paths should cater to users with mobility problems by providing basic infrastructure that allows stops (for example seats) – provide a map that shows the location of this infrastructure and the location of public transport and parking that is convenient for paths so that people with limited mobility can plan accordingly.

- Footway surfaces (cracks, potholes, narrowing due to vegetation/parked cars) can make paths impassable.
- Lack of/inadequate dropped kerbs.
- Pavement parking restricts access to pavements, either forcing wheelchair users onto the road or through small gaps (problem particularly acute in Milngavie at Dumgoyne Ave and Mugdock Rd).
- Ensure access to greenspace/leisure areas is level, for example West Highland Way, Lennox Park, Allander Walkway.
- Disabled parking space close to entries to paths (locations publicised online/leaflets).

Bearsden

- Better connections needed for safer travel to and from greenspaces; access to leisure centre, between Kilmardinny Park/Wetlands/Allander Leisure Centre.
- Turn Bearsden into a low-traffic neighbourhood.
- Concern about pollution levels around Bearsden Primary School; increased pedestrianisation around schools.
- Dropped kerbs to help pedestrians and cyclists at: Baljaffray Rd near primary school, Grampian Way near Stockiemuir Rd, rejoining carriageway at College Gate.

Bears Way:

- Prioritise completing missing link in Bears Way from Hillfoot to Kessington. Attention required at Asda where the cycleway abruptly ends; dangerous right turn towards Milngavie at Hillfoot.
- Complete missing section of Bears Way between Cluny Park and Burnmouth Pl; remove need to cross the busy road to join cycle path.
- Review and consider relocating to a quieter route.

Milngavie

- Accept ongoing need for car use, particularly for those with limited mobility.
- A81 should be designated as a bus corridor; real-time passenger information for buses.
- Retain ban on cyclists in town centre.
- Ensure paths to Milngavie Reservoir do not lead to conflict between pedestrians and cyclists – proposes on-road infrastructure for the safety of everyone.
- Mugdock Park: mobility scooter for hire at Café.

Traffic calming:

- Ensure any traffic lights at Canniesburn Toll are only introduced following robust modelling of traffic flows to minimise congestion and delays.

Footways:

- Support for upgrading pedestrian network; resurfacing and lighting footpath from Hunter Rd roundabout down Craighdu Rd to Milngavie town centre; improve footway from Hunter Rd roundabout to Baljaffray roundabout; improve paths between Crossburn roundabout and North Baljaffray; consider shared use paths where safe and appropriate.

Off-road paths:

- Off Hunter Rd connecting Douglas Academy and Mains Estate to Prestonfield linking Craighdu Primary School.

- Strathblane path requires improvements (tree root damage).
- Connect Allander Walkway and West of Scotland rugby club.

On-road paths:

- Hillhead Rd cycling space often blocked by waste.
- Canniesburn Toll needs to be improved for all road users.

Parking:

- Prohibit parking on Hunter Rd /Castlemains Rd junction.

Milngavie Community Council:

- Permanent and mandatory 20mph speed limits on all residential roads and in the vicinity of schools.
- Mugdock Rd designated as an active travel route with 20mph speed limit and traffic calming.
- Pedestrian crossing on Strathblane Rd south of access to Nuffield; gate to access reservoirs; crossing point opposite Roselea Drive for access to reservoirs.
- Improved access to reservoirs (east and west sides).
- Core path and local cycling designation for access ramp from Mugdock Rd and path between Iron Bridge and Mossbank Rd (well-used, particularly by Douglas Academy students).
- Improved active travel routes to library/Community Education centre.
- Cycle link from Douglas Academy via Hunter Rd to Prestonfield.
- Woodburn Way remodelled to include segregated cycling infrastructure linking the precinct and railway station to Bears Way; upgrading pedestrian crossing points; Woodburn Way no longer a bypass due to extension of town centre and should therefore be converted from motorway-style road to an attractive central boulevard with provision for pedestrians, cyclists and greenery/trees; prioritise removal of central reservation and introducing more pedestrian crossings.
- Make Main St more pedestrian friendly.
- Cycle lane on Craigton Rd to link residential areas and Milngavie to Douglas Academy.
- Balvie Rd/Clober Rd requires improvements and a safe crossing point for access to park.
- Clober Rd requires safe link between Craigton Rd and desired crossing point on Balvie Rd.
- Improve access to Douglas Academy.
- Pedestrian-reactive crossing signals to make walking more convenient than driving.
- Bears Way crossings should prioritise active travel.
- Craigdhu – Mugdock Rd cycle link avoiding precinct.
- Implementation of Active Travel Strategy 2015-20 circular link proposal.

[Bishopbriggs](#)

Traffic calming:

- Flashing 20mph speed limit on Wester Cleddens Rd sign does not work/is flashing at the wrong time.

Off-road paths:

- Surfacing desire line from Lumloch Walkway to Carestone Pl – well-trafficked route that turns to mud in winter; north-south footpath from Torr Rd to Ochill Rd (maintenance).

BetterBriggs:

BetterBriggs, in association with PAS, produced a local action plan for active travel and sustainable transport. The plan identified the following local actions for active travel:

- Pavement improvements to aid the mobility impaired.
- More dedicated, safe cycle routes.
- Reduction of traffic flow through town centre.
- Traffic calming measures.
- Ensure walking routes are all well-lit for safety.

Kirkintilloch, Lenzie and Twechar

On-road paths:

- Improve active travel provision around Lenzie Primary School.
- Direct, on-road routes required to encourage cycle commuting to Glasgow, current off-road routes lack quality and are much further than roads while roads are too fast, narrow and steep, *“not suitable for safe and anxiety-free commuter cycling.”* Same correspondence lists all five road routes to Glasgow from the area and why they are unsuitable for cycling, making the point that there is choice for motorists and no choice for cyclists. Proposes closing one of the five routes (B812 as it is the most direct) to traffic except local access, creating a dedicated cycle road.

Off-road paths:

- Improve signage on Strathkelvin Railway Path.
- Convert Network Rail access path (south of railway between Easter Garngaber Rd and Lenzie Station) into an off-road active travel path.

Phone calls

Two phone calls in which three separate participants provided ideas were received, they are summarised as follows:

Call 1:

- Kerbs and surfaces on footways limit access for those with limited mobility; dropped kerb gradients must consider the effect on wheelchair users.
- Poor quality paths around Merkland; lack of dropped kerbs and disabled facilities.
- Barriers at Sainsbury's, early years centre, lack of crossings at Torrance Roundabout, poor surfaces at Strathkelvin Retail Park.
- General lack of road/pavement space for people in wheelchairs.
- Lack of respect from other road/pavement users; SPT refuse to grant access to MyBus due to husband driving.
- Lack of input from people with disabilities in the planning process – proposes taking Council officers around Kirkintilloch in a wheelchair/empowering people with disabilities to contribute freely.

Call 2:

- Cycling given too much emphasis, pedestrian infrastructure needs more focus (support from both callers present on this call).

- Many routes (Christine's Way, Canal towpath) inaccessible for visually impaired due to poor maintenance and overgrown vegetation.
- Town centres difficult to navigate for visually impaired due to street furniture, particularly Cowgate.
- Consider visually impaired at bus stops.
- Access issues a break of Equality Act; disabled people discriminated against.
- ATS2 must consider how active travel links to public transport.
- Consider other documents as well as Cycling by Design.

Social media

Correspondence was received through Twitter.

- Desperate need for cycling infrastructure; if development only caters for vehicles, people will drive everywhere.

Other correspondence

Dunbartonshire Greens:

Numerous proposals both to improve particular sections of infrastructure and East Dunbartonshire's network as a whole.

Area-wide: safe, segregated cycling routes linking towns and villages; secure cycling storage enabling linking journeys between active travel and public transport; active travel route to foot of Campsie brae; ensure safe routes link every school; traffic-free schools trials; and East-West links (extension of Allander Walkway, A807, Boclair Rd).

Links between Bearsden and Milngavie: pedestrian and cycling links inadequate due to A81 traffic and incomplete Bears Way/unpleasant pedestrian amenity; intensive, quality consultation with residents to complete the unfinished Bears Way needed.

Bearsden: Low Emission Zone around Bearsden Cross to ensure area is safe, pleasant and free of harmful pollution; prioritise pedestrians at crossings; traffic-free schools; maintain footways; more secure cycle storage; segregated, safe and low gradient cycling infrastructure (between Maxwell Ave and Monreith Ave connecting existing routes, between Bearsden and Allander Roundabout at Dobbies Centre); access path between Henderland Rd and Canniesburn Dr.

Milngavie: cycle route from Waitrose to rugby club; complete Bears Way; safe route needed from town centre to Mugdock; alternative route for cyclists through town centre (avoiding precinct) needed (linked western end of Douglas St with Riverside and West Highland Way).

Milton of Campsie: footpath for A891, traffic calming on A891.

Milton of Campsie Community Council (MoCCC):

MoCCC conducted an informal survey of the following paths, the data from which, along with the network audit conducted by Council officers, will inform approaches to maintaining and improving the existing network of off-road active travel paths in East Dunbartonshire. MoCCC audited the following routes:

- Birdston Core Path
- Kelvin Valley Way Core Path
- Kincaid Core Path

- Strathkelvin Railway Path
- Wells Core Path
- Westerton Core Path
- Woodburn Loch Core Path
- Redmoss Core Path