

**EAST DUNBARTONSHIRE
COUNCIL****26 APRIL 2018****PNCA/049/18/DG****DEPUTE CHIEF EXECUTIVE – PLACE,
NEIGHBOURHOOD & CORPORATE ASSETS****CONTACT OFFICER:****DAVID GEAR, PLACE & BUSINESS DEVELOPMENT
MANAGER, 0141 578 8622****SUBJECT TITLE:****KIRKINTILLOCH TOWN CENTRE MASTERPLAN
PROGRESS REPORT**

This report is remitted from the Council meeting of 13 June 2017 and the subsequent motion (report Ref: PNCA/074/17/DG), and is a follow up to the update reports provided to Council on 21 September 2017 (Report ref: PNCA/120/17/DG) and 9 November 2017 (Report ref: PNCA/159/17/DG).

1.0 PURPOSE**1.1** The purpose of this report is to provide Council with:

- An update on the community led engagement exercise supported by Council and conducted by the Kirkintilloch Community Council (KCC);
- The outcome of the most recent technical monitoring and evaluation exercise for the Cowgate Street Design project; and
- The outcome of consultation on the costed options for the potential reinstatement of traffic lights and controlled pedestrian crossings at the Cowgate and Catherine Street junction

2.0	<u>RECOMMENDATIONS</u>
2.1	<p>It is recommended that the Council:</p> <ul style="list-style-type: none">a) Recognising the various findings from Cowgate Street Design Project Monitoring & Evaluation process, and feedback from the consultation on the reinstatement of lights at the Catherine St junction work, instructs officers to develop a monitoring plan to track behaviour and traffic levels for a further period of 18 months and thereafter report back to Council in order that Members can consider whether traffic levels, driver behaviour and pedestrian experiences are such that a form of controlled crossing or an alternative is required at Catherine Street Junction;b) Linked to above, approves the actions set out at Section 5.30, to further reduce traffic levels in Cowgate, encourage more appropriate driver behaviour, and support more vulnerable groups to become familiar with the new layout and increase their ability use the space with more confidence. This includes the introduction of a controlled crossing at the former “Greggs” location on Cowgate.c) Agrees that an indicative capital budget of £200,000 is allocated from the Council’s General Capital Contingency or Reserves to enable the actions at 5.30 to be

	<p>implemented;</p> <ul style="list-style-type: none"> d) Examines the findings of the Monitoring and Evaluation work in relation to the original Cowgate Street Design Project; e) Considers the positive progress on community led engagement, and ongoing work of the KCC to consult with local people, local groups, the Council, Community Planning Partners, and the Voluntary Sector to test ideas and develop a programme of community actions for Kirkintilloch; f) Associated with (d) above, notes ongoing work between officers and the KCC to develop a local partnership model for the town centre, and instructs officers to submit a Report on the recent community led engagement work to the forthcoming East Dunbartonshire Community Planning Partnership Board; and g) Instructs officers to bring forward further reports to Council on progress in implementing works for any community action plan and a refresh of the Kirkintilloch Town Centre Masterplan, including an update on the development of the Business Improvement District Steering Group.
--	---

THOMAS GLEN

DEPUTE CHIEF EXECUTIVE, PLACE, NEIGHBOURHOOD & CORPORATE ASSETS

3.0 BACKGROUND/MAIN ISSUES

3.1 Since the development of the Kirkintilloch Masterplan, Council has received ongoing updates on various elements of the plan, including the Cowgate Street Design Project which forms one of the key elements of the town centre regeneration.

3.2 At its meeting on 17th June 2017, Council considered report Ref: **PNCA/074/17/DG** on the Kirkintilloch Cowgate Street Design Project and agreed -

- a) To note that the Report detailed that a period of monitoring and evaluation of the Cowgate Street Design Project is planned and that this is scheduled to form the subject of a further report to Council;
- b) To require officers to extend the monitoring and evaluation set out at a) above, to include the residential streets around the town centre affected by traffic displaced by the new road scheme;
- c) Cognisant of the concerns raised across the local community in relation to the effects on safety and accessibility of the Cowgate streetscene project, in particular the implications for residents with visual and mobility impairments, and cognisant also of the petitions and reports on shared space considered within committees at both Holyrood and Westminster, to instruct officers to report back to Council in September or as soon as possible thereafter with proposals for:
 - i) the manner in which the monitoring and evaluation of the Cowgate Street Design Project and surrounding streets will be undertaken, including timescales and any other relevant dependencies
 - ii) the reinstatement of a signalised junction at Catherine Street, to be funded from within the capital budget for 2017/2018, and to include details of costs and timescales to reinstate the traffic lights and light controlled pedestrian crossings at the Cowgate/Catherine St junction which will inform future consultation
 - ii) carrying out a full audit of the Cowgate, including the effects of its various elements, including proposals to make it work better for all user groups, including the disabled, the blind and visually impaired people, and in doing so demonstrate that the Council continues to meet the requirements of the Public Sector Equality Duty contained in the Equalities Act;
 - iii) ascertaining the views of the community and stakeholders by facilitating community led engagement (involving groups within Kirkintilloch and the wider communities) in consultation events and other means of ascertaining public opinion) about the future of the Cowgate and wider Town Centre including timescales proposed means of support, engagement monitoring and reporting, and including any costs associated with these engagement activities; and
 - iv) working with the community to re-examine the parts of the Town Centre Masterplan not yet implemented, including:
 - the plans for Regent Gardens;
 - the improved pedestrian links at key gateways to the town centre;
 - the Townhead/Luggiebank connections; and
 - the opportunities for heritage and culture to increase visitors.

3.3 Report **PNCA/120/17/DG** presented to Council in September 2017, provided an update on the various work streams requested by the Council. Report **PNCA/159/17/DG** presented to Council in November 2017, provided a further update of on-going work with the KCC to facilitate a wider programme of community led engagement and consultation. It also provided an update on the monitoring and evaluation work in relation to the Cowgate Street Design project and a range of costed options for traffic lights at the Catherine Street Junction.

3.4 These three areas of work are further updated within this Report under the following headings:

Section 4	Kirkintilloch Community Council Community Engagement Exercise
Section 5	Cowgate Street Design Project – Monitoring and Evaluation
Section 6	Catherine Street Junction - Signalled Crossing Options Consultation.

4.0 Kirkintilloch Community Council Community Engagement Exercise

4.1 The November 2017 report to Council (**PNCA/159/17/DG**) advised that the KCC had agreed to host a programme of engagement to enable local people, businesses and a range of local interest groups to take part in conversations about the town centre. The exercise would also consider how the local community could become more involved in the design, delivery and ownership of potential future solutions. The KCC, with funding and support from the Council, commissioned consultants, Kevin Murray Associates to provide planning, delivery and analysis support for a KCC-led programme of public engagement.

4.2 The KCC has now issued to the Council a short cover report along with the consultant report of findings. This has posed a question regarding how the KCC, the local community, the Council and local community planning partners could work together longer term, to support the community to be more involved in the design, delivery and ownership of these potential future solutions.

4.3 The KCC has also identified some key messages raised in general feedback through this process, about how the community view consultation, involvement, and ownership in relation to a range of previous decisions and activity that have affected the town. This includes concerns raised over whether the Council listens to the community and a need to ensure that decisions are not made and implemented upon the community, but worked through with a shared ownership and understanding.

4.4 Working together with the Council and local partner organisations, the KCC has requested that a partnership model for the town centre be investigated. To develop this further the KCC has proposed:

- *“To continue to meet with representatives of the Council and develop a new model of engagement and delivery. In particular the notion of a flexible partnership approach should be explored with representation from a variety of sources. The aim of this partnership should be to form an action plan which would ultimately seek ways to meet the aspirations of the community outlined in the consultation.*
- *To continue to support the development of a Business Improvement District (BID) in Kirkintilloch to keep local businesses at the heart of development in the Town Centre.*
- *To publicise the findings from the consultation back to the community, and to discuss with Community Planning Partners, the Voluntary Sector and other groups to turn ideas into actions.*

- *To hold a capacity building day in conjunction with the Summer Gala on 9th June, to develop support for the ideas coming out of the consultation and promote community engagement in a new partnership approach to improve the town and its spaces. Early discussion around a “Love Kirky” branding for this has begun.*
- *To explore building based options for developing a number of ideas within the consultation such as a community hub, youth café and pop up cinema. Particular reference has been highlighted in the report to the former Lairdsland Primary School in Kerr Street in this respect.*
- *To work with the public sector, and in particular the Council, to develop a Town Charter outlining commitments to a new approach to engagement, involvement, planning and delivery of services. This should build on the capacity and community support created from the summer event and the development of the “Love Kirky” theme.”*

4.5 The full report of findings is provided in **Appendix 1**.

Outcomes of the process

4.6 Between online engagement and other activities, 1,554 people participated and contributed their views on what they saw as challenges, opportunities and ideas for the future of the town centre. For the length of the engagement period and the size of Kirkintilloch this is a credible, positive level of engagement. The consultant team noted that experience working across a range of towns and villages in the UK is such that, some comparable places could expect to get half of this number of people engaged. This number is important, as it gives a statistically significant response and gives confidence that what is provided is representative of the local community.

4.7 The consultant team processed the material gathered and developed a number of themes with visions, supported by a wide range of early ideas under each. The five themes and visions are:

- ***Theme 1 - The heart of the town centre***

Vision - Kirkintilloch town centre is a vibrant place for people to shop, work, eat and meet.

- ***Theme 2 - Culture, heritage and environment***

Vision: Kirkintilloch is known for its rich heritage and has well-used and well-loved open spaces that people from the town use, and others come to see.

- ***Theme 3 - Access and Movement***

Vision - Kirkintilloch has the safest, most accessible town centre in Scotland for all modes of travel and for people of all ages and abilities

- ***Theme 4 - Community and Identity***

Vision - A town centre that is a focal point for community activity, events and socialising. A place where people feel cared for and nobody is left out.

- ***Theme 5 - Promoting Kirkintilloch***

Vision - A town where people can easily take part in what is going on and be part of changing the place.

4.8 Of the large number of project ideas from the consultation, a number of potential ‘quick wins’ have been identified to help prioritise actions for further discussion and these are listed below. The full consultant report which details all findings is included at **Appendix 1**.

- Farmers’ Market
- Pop up cinema
- Loyalty card scheme
- Pop up shops
- The Kirkintilloch Story - Events
- Canal Public Art
- Grow habitat/wild life
- Garden club / community gardening.
- Evening events at Auld Kirk Museum
- Trial Pedestrianisation – Street closure for a one off events
- Establish a bus forum
- Clarify Right of Way on Cowgate
- Better road signage when entering the town centre
- Clean up the walking environment
- Remove pavement clutter
- Town Hall Community Hub – community groups meeting / classes space
- Youth Café
- What’s on In Kirkintilloch Facebook Group

Next Steps

4.9 To help the local community remain involved longer term in the changes to their town centre, a model for local partnership working will be investigated. This could take the form of a local forum or Town Charter. Using the recent engagement work as a starting point, it would aim to establish a shared commitment between the Council, the local community and other key agencies towards a partnership approach to priority setting, communicating, future engagement and activity in the town centre.

4.10 The KCC wishes to keep the momentum that has been created through this process. It has begun to feedback findings to the local community and intends to continue to do this and discuss initial ideas identified, in order to potentially develop a community action plan. Many of the ideas and suggestions set out in the KCC report are likely to be community led, and it is hoped some of the ‘quick wins’ identified can be undertaken in the short term.

4.11 The KCC is currently considering ways in which to have discussions with local people, local groups, Community Planning Partners and the Voluntary Sector to test ideas and develop a programme of actions. The Kirky Gala Day in early June is one potential opportunity.

4.12 The KCC will also discuss with Council officers the ideas outlined in the consultant’s report, as part of this testing and development of potential actions and projects. The Council may not be able to support all ideas which have been suggested. However, it is recommended the Council fully engages with the KCC and the local community to discuss and test further ideas presented. Officers will also facilitate discussion between the KCC and Community Planning Partners to help them forge stronger local partnerships with other public sector agencies and to discuss the ideas coming out of the recent engagement exercise.

4.13 Many of the themes and ideas set out in the report provided by the KCC align with objectives and projects of the Kirkintilloch Town Centre Masterplan (approved 2013). Officers should

continue to develop, deliver in partnership and support any yet undelivered projects, which are clearly identified in both the Kirkintilloch Town Centre Masterplan and the KCC report.

Business Improvement District (BID)

- 4.14** Work has been undertaken by local business representatives to establish a BID Steering Group, to examine the feasibility of a BID project in and around Kirkintilloch town centre. The BID Steering Group is currently seeking Scottish Government seed-corn funding to support feasibility work and the development of a BID Business Plan, which local businesses and stakeholders will be asked to support and endorse via a ballot. The business plan would articulate specific objectives and a range of costed projects to take forward if successful.
- 4.15** This potential BID project is at its very early stages and the progress of the feasibility work is in the gift of the local business community. Council Officers are supporting the BID Steering Group and any feasibility and business planning exercises. The progress of work of the BID Steering Group, together with any proposed longer term required Council support, will be the subject of a future report to the relevant Council committee.

Kirkintilloch Town Centre Masterplan refresh

- 4.16** There is a requirement under the new East Dunbartonshire Economic Development Strategy to in the future refresh the town centre strategy for Kirkintilloch (the 2013 approved, Kirkintilloch Town Centre Masterplan). The outputs of the work recently completed by the community and further work planned, as described above, should be a major factor when considering how best to do this. These outputs should also be considered in any work associated with any future place-based approach to land planning and activity in Kirkintilloch, as required through the adopted Local Development Plan, national planning policy and other Council policy or strategy, which could impact the town centre.
- 4.17** Officers will present a report on the progress of ongoing work with the KCC, updates on local partnership working and any accompanying proposed community action plan to a future Committee. This report will also include recommendations, as to future Council involvement and support, and appropriate ways to refresh the Kirkintilloch Town Centre Masterplan.

5.0 Cowgate Street Design Project – Monitoring and Evaluation

- 5.1** Monitoring and evaluation has been undertaken to examine how the scheme has operated since practical completion in June 2017. Given the amount of information associated with these various studies listed below, a summary note of key findings has been provided in **Appendix 2**.
- **Sustrans Monitoring & Evaluation Report** - findings of the impacts of the scheme in regards to pedestrian priority, reduction of vehicle dominance and retail vitality (**Appendix 3**);
 - **Road Safety Audit Stage 3** - stage 3 audit has been carried out as part of the Monitoring and Evaluation (**Appendix 4**);
 - **Living Streets Appraisal of Cowgate Street Design Project** – findings of observational work and targeted work with local people and interest groups to audit the space to ascertain how different users feel when in the spaces (**Appendix 5**);

- **Sweco Signage, Parking & Network Report** – transport engineer review of current traffic signage, wider road network usage and any parking displacement related to the project (**Appendix 6**);
- **Kirkintilloch Community Council led community engagement** – extracts of key information and comments made specifically in relation access and the Cowgate Street Design Project (report in Appendix 1)

Sustrans Monitoring and Evaluation Report

- 5.2** Sustrans conducted a programme of monitoring and evaluation of the Cowgate Street Design Project between September and December 2017. This report set out to examine the effectiveness of the project using a range of observational and questionnaire survey research methods. The objectives of the project were to improve pedestrian priority in the space and have a positive effect on the sociability and economic vitality of the town centre. Pedestrian and vehicle behaviours were observed, vehicle speed and flow was recorded and shoppers and retailers were surveyed. The full report is provided in **Appendix 3**.
- 5.3** The Sustrans observational research showed positive implications for pedestrian priority in the space. Pre works 61% of pedestrians experienced wait times at the junction. Post works 27% of pedestrians experienced wait times to cross the junction. Suggesting that pedestrians feel safer within the space and feel that vehicle dominance has been reduced.
- 5.4** The Sustrans report advises these findings indicate that the removal of traffic signals, reduction in demarcation between the road and pavement, and creation of courtesy crossings at the Catherine Street junction has had a positive effect on pedestrian accessibility. The observational research also suggested that the improvement in pedestrian priority was accompanied by a reduction in vehicle dominance. The findings demonstrate 71% of vehicles yielded to pedestrians, and a considerable reduction in vehicle speed from 20/7mph to 15mph and traffic levels have fallen by a third after the development.
- 5.5** The video analysis has suggested that the development had a neutral effect on sociability, and though the questionnaire survey results were mixed. There was positive results regarding active travel, cyclist safety and overall perceptions of the scheme by customers, but many of those surveyed said they felt unsafe using the Cowgate regardless of mode of travel. Some of the contradictions in the findings show the project has affected the attitude of those surveyed towards the Cowgate in different ways.
- 5.6** There were varied survey findings regarding economic vitality, with expenditure decreasing, but trip frequency increasing; suggesting an overall increase in spending. The negative or neutral effects of the development on the retail and leisure functions of the street suggest that whilst traffic calming schemes can help to reduce vehicle dominance, through lower vehicle speeds and increased cooperative behaviour, on their own they may not be enough to improve the sociability and economic vitality of high streets. This finding is tempered however by the inconsistencies in the seasonality of the survey periods and by the length of time between the two surveys. External economic factors such as the stagnation in real wages (ONS, 2017) may have contributed to the apparent decrease in retail vitality.
- 5.7** It should be noted that the follow-up surveys were completed six months after the scheme was completed. New road layouts typically have a 'settling down' period which may not be reflective of long-term behaviour. The development of the Cowgate attracted local hostility throughout its development, and it is recommended future behavioural research should compare the sociability and economic vitality results with a subsequent after-study.

- 5.8** Overall the scheme has reduced vehicle dominance through lowered speeds and flow and increased cooperative behaviour, and subsequently improved pedestrian priority.

Road Safety Audit – Stage 3

- 5.9** In September 2017 the Stage 3 Road Safety Audit (RSA) was conducted by Stewart Paton Associates in the presence of Police Scotland, the project design consultant, Ironside Farrar and the Council's Roads Service. A full copy of the audit is provided as **Appendix 4** of this report.
- 5.10** In terms of issues of concern the RSA raised the following areas: Inconsiderate pavement parking and some localised ponding. In regards to the Catherine Street junction, the RSA did not observe pedestrian/vehicle conflict, and drivers and pedestrians appeared to generally use the scheme as intended with due care and attention, commenting drivers negotiated the situation with common sense and courtesy.

Living Street Appraisal of Cowgate Street Design Project

- 5.11** As reported to Council (**DR/088/15/JH**) Living Streets was appointed to appraise the objectives and designs of the Cowgate Street Design Project in 2015 before they were taken forward to implementation. As part of the post completion Monitoring & Evaluation work Living Streets was invited to follow this study up and conduct a further appraisal to assess the impact of the project on pedestrians, particularly those with vulnerable users of the street, and cyclists. A key aim was to consider how far the project had delivered against its objectives and how the scheme was now working having been completed and opening in June 2017. The full report is provided in **Appendix 5**.
- 5.12** Living Streets undertook a range of observational work and consultations over November 2017 and into January 2018. The analysis included an accessibility review, specifically looking at how users feel when in the spaces and whether the scheme has overcome barriers to walking for all users including disabled people and the older population. Living Streets also reviewed current practice in streetscape improvement projects and navigation of the street by bike and the experience of riders. Their work included informal discussions, consultations and walkabouts, to engage small groups of local residents, specific users groups and stakeholders to discuss the recent changes to Cowgate.
- 5.13** Consultation with a range of groups presenting the views of vulnerable users was undertaken, this included: Alzheimers Society Scotland, Deaf Blind Scotland, East Dunbartonshire Access Panel, East Dunbartonshire Visually Impaired People's Forum (EDVIP), East Dunbartonshire Voluntary Action, GRACE (peer support group) and the National Federation of the Blind UK. A walk around the street with a representative from EDVIP was also undertaken.
- 5.14** The implementation of the Cowgate scheme as it presently is was subject to an Equality Impact Assessment (**DR/088/15/JH**) which delivered a number of reasonable adjustments to the design. Through their engagement with the groups listed above, Living Streets sought to determine to what extent these reasonable adjustments worked.
- 5.15** The Living Streets report notes that reducing traffic volumes and creating a street layout that prioritises pedestrian movement affords benefits for all street users, including people with reduced mobility.

- 5.16** However, it is recommended that some less confident pedestrians would benefit from a controlled crossing towards the northern library end of the street to compliment the courtesy crossings. Whilst some vulnerable users were able to navigate the Catherine Street junction, others found this more of a challenge. Lower traffic volumes and more reliable, courteous driver behaviour would help to improve confidence. In particular, it will be important to tackle the issues that less assertive pedestrians face at peak times. If over a reasonable period of further monitoring and evaluating that it is not deemed feasible to make further progress on reducing traffic volumes and improving driver behaviour, formal controlled crossings should be introduced at the junction. However, this option needs to be carefully considered in consultation with disability interests and the wider possibilities for mitigation throughout the scheme.
- 5.17** Living Streets conclude that from a design perspective the scheme is realising much of its aims and has brought substantial improvements for people using the street. Like Sustrans, Living Streets note that there has been a considerable reduction in traffic through the space and creates a better place for pedestrian movement. The scheme is considered to work for most but not yet all users.
- 5.18** The study showed people still seem to be adjusting to an unfamiliar form of street design and the Living Streets findings do show more vulnerable user groups and less assertive pedestrians are having difficulties with aspects of the project, particularly at peak traffic times. Living Streets advise that tackling this requires both a further reduction in traffic levels and behaviour changes in both drivers and pedestrians, and should following a period of further monitoring no improvement be made then controlled signal crossings should be implemented.
- 5.19** Overall Living Streets note that it is an important project that has progressed thinking on street design in Scotland. It represents an ambitious attempt to create a more people prioritised street environment by introducing a less formal street layout where place has more priority than vehicle movement. In contrast, the previous street layouts provided generally a poor experience for pedestrians and motorists alike; people tolerated the street prior to improvement, dealing with issues such as poor surfaces, clutter and long wait times at junctions.
- 5.20** The study advises the challenge now is building on this progress to further reduce traffic levels and change driver and pedestrian behaviour so people become more comfortable and better enabled to assert authority over drivers. A strong focus should be on vulnerable groups and their needs if the scheme is to reach its full potential, and given the scale of the project ongoing monitoring is required to assess if it fully succeeds.
- 5.21** A number of recommendations are made in the Living Streets report which have been prioritised to help further provide pedestrian priority, which are reflected in Officer recommendations presented in this paper.

Sweco Signage, Parking & Network Study

- 5.22** As part of the Monitoring and Evaluation work a transport specialist was commissioned to review how signage in the town centre works and how motorists are using the local road network. The study also looked at any likely parking displacement and the existing parking demand. The full report provided in **Appendix 6**.

- 5.23** The key recommendations from this work relates to alteration to signage around the town centre to try further deter through traffic using the Cowgate, and increased signage and information relating to parking opportunities. Through this work and discussions with the Council's Roads Service it is advised that parking displacement as a result of the Cowgate Street Design Project is considered to be unlikely, and parking behaviour should continue to be monitored and addressed through Parking Strategy work. The study also notes that enforcement is required within the town centre to make sure that parking restrictions are obeyed, with emphasis on Cowgate.
- 5.24** The study also provided an outline review of the network and has made some initial suggestions as to longer term measures that in addition to signage improvements, could lessen the amount of traffic on Cowgate. These included operation of outlying junctions; banning of turns and one-way systems; extended 20 mph zones; and limitation of traffic by type or time along Cowgate. To further develop these types of suggestions full network traffic modelling, design feasibility and consultation work would be required to fully determine the potential impact to the high street and to the surrounding road network to accommodate the displaced traffic.

Kirkintilloch Community Council led community engagement

- 5.25** Although the KCC did not want to run a specific consultation on options to reinstate lights at Catherine Street junction and was keen to discuss locally other aspects of the town centre. The Cowgate Street Design Project inevitably came up in conversations through the engagement process, particularly when discussing general access and movement in the town centre.
- 5.26** The consultant report prepared on behalf of the KCC provides that recent changes to Cowgate have led to a situation where many of the people they spoke to say they feel it is not a safe place to be, either on foot or in car and that it excludes people, in particular those with mobility or visual disabilities. The findings note people feel there can be confusion over who has right of way when it comes to crossing the street, and particular confusion around how the Catherine Street junction should operate.
- 5.27** Parking was another issue that people raised for a variety of reasons. Firstly, pavement parking has become a particular issue, reducing sight lines and access to pavements.
- 5.28** Although many criticised the road scheme some had positive remarks and a range of suggestions were made, many of which are similar to those made through the Monitoring and Evaluation work.
- 5.29** In conclusion the delivery of the Cowgate Street Design Project is a step change in how a town centre streetscape can operate moving away from the traditional approach to street design in Scotland. The various studies undertaken to review the space since it opened fully ten months ago has provided a range of positive findings, but also identified concerns and issues for users.
- 5.30** Key themes have emerged relating to the need for further traffic reduction, stronger gateways and information for users entering the Cowgate, education and further monitoring. The following set of measures are recommended as a programme for further works in the town centre:
- Better and more welcome signage at each arterial entrance to Kirkintilloch to direct traffic to town centre car parks and encourage through traffic to use the by-pass;
 - Further enhance gateways, including welcome and speed limit signage to announce that drivers are entering a place;

- Target enforcement and parking management along the Cowgate and throughout the wider town centre;
- Based on pre-implementation and follow up recommendations by Living Streets introduce a further controlled crossing at the library end of the development. Locate away from courtesy crossings or build on the former “Greggs” courtesy crossing (where the Greggs was previously located on Cowgate);
- Work with local businesses to address temporary street clutter and the management of outdoor seating and tables;
- Work with local businesses to examine restricted delivery times;
- Re-advise regulated vehicles operators about the new street layout and priorities;
- Increase promotion of car parks;
- Make alterations/additions to signage infrastructure relating to car parks, to encourage drivers to take the most appropriate routes to access car parks;
- Use signage to encourage through traffic to avoid the town centre;
- As part of wider Parking Strategy work, investigate further parking management measures in the neighbouring street network;
- Full road network traffic modelling of the wider town centre is undertaken to assist further traffic management solutions identified, and to test impacts on the wider road network of the banning of right turn’s associated with any future traffic light reinstatement at Catherine Street.
- Support community and business led events which require temporary pedestrianisation of the Cowgate north of Catherine Street junction, such as markets, galas, car free days;
- Examine options for improvements to Townhead area to improve the environment and connections;
- Support users through education and promotion of the new layout; and
- Develop a monitoring plan to track driver behaviour and traffic levels over the next two years to determine progress, and make recommendations for formal crossings at Catherine Street should there be no improvement in relation to traffic volumes and the experience of more vulnerable and less assertive users.

5.31 An indicative budget estimate is given as £200,000 to undertake the recommendations made above. There are no current provision in the ten year capital programme for additional work to the Cowgate Street Design Project and this would require to be met from contingency or capital reserves.

6.0 Catherine Street Junction – Signalled Crossing Options Consultation

6.1 At the meeting of Council in June 2017 a motion was agreed under report reference **PNCA/074/17/DG** which required officers to develop costed options for the reinstatement of controlled signal crossings at Catherine Street and undertake public consultation on these. Council paper **PNCA/159/17/DG** presented costed options and outlined consultation work to be undertaken.

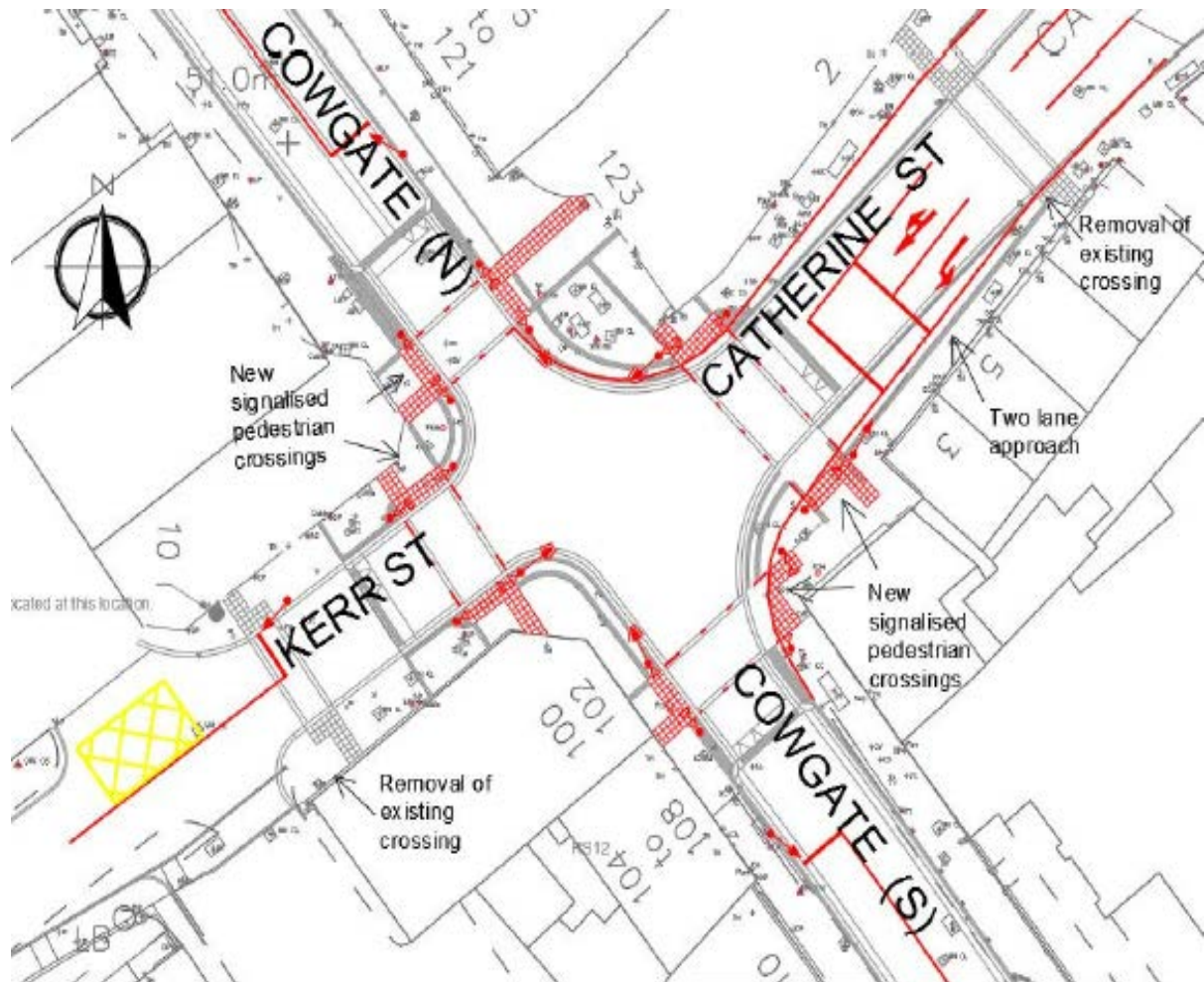
6.2 Consultation took place over three days in February 2018 at a shop unit on Cowgate. The consultation event allowed members of the public to view options and the costs, view computer simulated models and fill in questionnaires. In addition to this there was an online version of the questionnaire which remained open until the end of February 2018.

Options

6.3 In report **PNCA/159/17/DG** to Council in November 2017 two physical layouts were presented, but within these there are various options for the way the junction could be controlled, including all movements permitted, banning some right turns, and the inclusion of

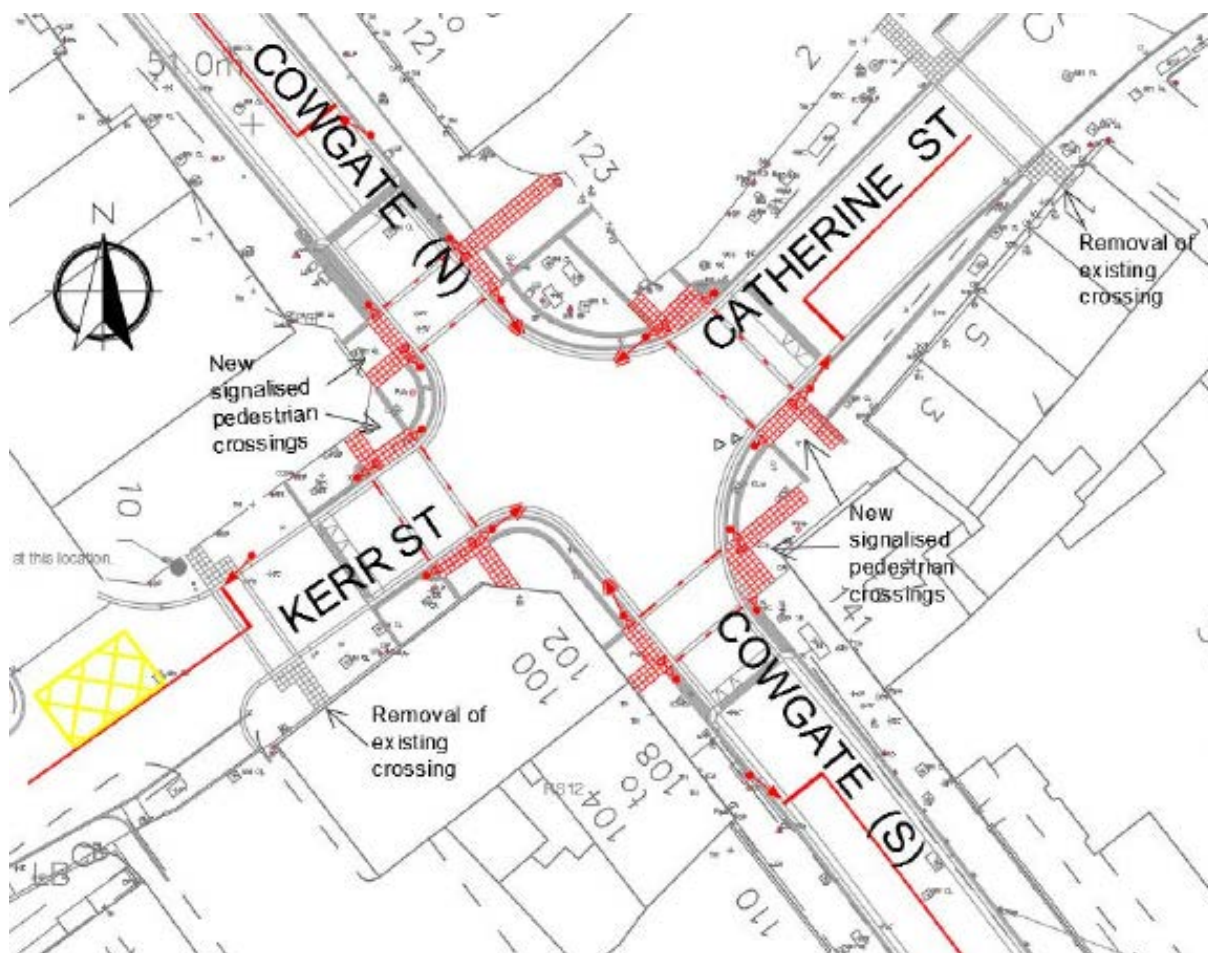
a pedestrian stage twice in each cycle of the traffic signals. When combined this created 6 potential options. The indicative cost for the two physical layouts presented within this paper was £647,000 and £417,000. For the purpose of the public consultation the two physical layouts were presented as Option A and Option B.

6.4 Option A



- 6.5 Option A would involve signalising the existing layout, with the additional of widening the Catherine Street approach to two lanes, resulting in narrower footways on this arm. The description of this option (including potential movement considerations), the indicative cost, and associated impacts for various user groups, as presented at the consultation are detailed in **Appendix 7**.

6.6 Option B



Option B involves signalising the existing layout, with no other geometrical changes being implemented. The description of this option (including potential movement considerations), the indicative cost, and associated impacts for various user groups, as presented at the consultation are also detailed in **Appendix 7**.

Results of Consultation

- 6.7** A total of 692 consultation responses were received, with 171 paper copies handed in at the consultation and 521 completed online. Respondents were asked ‘Would you like to see controlled crossings introduced?’ to which 85% of respondents indicated that this was their preference. Of the 85% who would like to see the reintroduction of traffic signal equipment and controlled crossing, 26% would wish to see Option A implemented, whilst 51% opted for option B.
- 6.8** The considerations for undertaking these types of alterations were outlined in the previous report to Council in November 2017. Work to further the reinstatement of lights would include the full testing of impacts on the wider road network, the various stages of design and more detailed costing exercises, further engagement and with relevant internal and external stakeholders, roads safety audits and application of any required statutory process namely Roads Construction Consent, and supporting Traffic Regulation Orders all of which could take approximately 12 months. If then taken to the delivery stage this would involve further road closures as works would be conducted over an estimated period of approximately 18 weeks.

7.0 IMPLICATIONS

The implications for the Council are as undernoted.

7.1 Frontline Service to Customers: none at this time.

7.2 Workforce (including any significant resource implications): None.

7.3 Legal Implications: None at this time, however support would be required to undertake any procurement process and Traffic Regulation Orders required to implement any recommended measures in relation to adjustments to the Cowgate Street Project.

7.4 Financial Implications: There is no current allocation in the ten year capital programme for additional work to the Cowgate Street Design Project or for the reintroduction of lights at the Catherine St junction. Provisions would be required through re-profiling of the programme to implement measures. An indicative budget estimate is given as £200,000 to undertake the recommendations made in this report for further works in relation to Cowgate, including a potential crossing at the former “Greggs” area in Cowgate. These costs would be met from Capital contingency and/or Capital Reserves as required.

Further costs for the reintroduction of lights at Catherine St are estimated as being between £417,000 and £647,000 dependent on the option selected. These costs would be subject to a final decision of Council following a further period of monitoring.

7.5 Procurement: None at this time however support would be required to undertake any procurement processes required to implement recommended measures in relation to the Cowgate Street Project and any reinstatement of lights at the Catherine St junction.

7.6 ICT: None at this time.

7.7 Corporate Assets: None.

7.8 Education: To take part in where appropriate in any discussions with the community in relation to its emerging community action plan.

7.9 Transport and Roads: Technical advice and support required to implement recommended measures in relation to the Cowgate Street Project and any reinstatement of lights at the Catherine St junction, and where appropriate take part in any discussions with the community in relation to its emerging community action plan.

7.10 Place & Business Development: Take lead role to coordinate implementation of recommended measures in relation to the Cowgate Street Project; engage in further discussions with the KCC and the community in relation to community action plans and options for local partnership models. Working with Land Planning and Development Team, lead the preparation of options for refreshing the Kirkintilloch Town Centre Masterplan.

7.11 Land Policy & Planning: Support work to look at options for refreshing the Kirkintilloch Town Centre Masterplan.

7.12 Equalities Implications: This is a performance report and as such is not setting out any new or revised Policy, Plan, Programme or Strategy. The Cowgate Street Design Project had previously undergone an equality impact assessment. This report proposes a number of further reasonable adjustments to the Cowgate Street Design Project, together with the need for a further on-going monitoring plan. Given local concerns regarding the project, there may be a need to further revisit the scheme and consider more adjustments.

This should only be a consideration should these initial adjustments not reduce traffic levels and improve experience of certain user groups currently encountering the most difficulty. This would form part of the long term monitoring and evaluation of the scheme.

8.0 MANAGEMENT OF RISK

- 8.1** There is a risk related to the expectations placed on the Council to support and delivery ideas identified through the community engagement process as requiring Council support or ownership. The recommendations in this report will help mitigate this risk by remitting officers to continue to work with the KCC as they develop some form of community action plan and as part of that process discuss and test ideas.
- 8.2** There is a risk that without a coordinated approach to continue to work in partnership with the community momentum will be lost following the community engagement exercise, so too community interest and trust in the process. Community involvement and activity is not solely in the gift of the Council but recommendations set out in this report aim to reduce this risk by seeking agreement to longer term approach and provide officer support to continue to work in partnership with the KCC to develop this.
- 8.3** There is a risk to the Council from the various reports and consultation exercises undertaken in preparing this report. Responses from members of the community, whilst only a small section of the overall residential and business population have highlighted a desire to see some form of changes to the junction at Catherine St however this is largely based on anecdotal evidence and there are no reported incidents from colleagues in Police Scotland.
- 8.4** There is the further risk to Council in terms of its reputation and compliance with its own policy areas contained within Local Development Plan, including design, placemaking, supporting regeneration, sustainable transport and creating sustainable communities. These areas, together with the Active Travel Strategy and the forthcoming Town Centre Strategies do much to advance placemaking, pedestrian movement and active travel within our town centres.
- 8.5** Finally there is a reputational and funding risk to the Council with external funders and place making bodies, a number of whom have provided financial support to the Council to implement the Cowgate Street Design Project. A decision to change and potentially compromise the scheme may impact on future support for other Council initiatives and would perhaps place funding secured for this scheme at risk. Discussions with funding bodies has broadly been positive with each placing their support for the scheme in its current form. That being noted, the Council should be mindful of the experience of South Ayrshire Council who had to return a proportion of funding back to a funding body when it voted to overturn the implementation of a segregated cycle lane.

9.0 IMPACT

- 9.1 Economic Growth & Recovery** - Health, vibrancy and performance of town centres and villages are a focus in existing local outcome relating to economic development and the new emerging Local Outcome Improvement Plan for East Dunbartonshire. The approved and adopted Kirkintilloch Town Centre Masterplan provides a holistic regeneration strategy for the town centre.

Some of the findings in relation to impacts of street design improvements on economic vitality need to be further monitored and reviewed along with other regeneration interventions and projects. The work outlined in relation to community engagement is a continuation of some of the key themes of the masterplan and its outputs must help inform how a future refresh of the strategy will be undertaken.

- 9.2 Employment and skills** - The on-going regeneration programme, and things like a potential Business Improvement District in Kirkintilloch town centre will support a sustained, healthy and vibrant town centre with a range of businesses and employment opportunities.
- 9.3 Delivering for Children & Young People** - The community led engagement and consultation activity, has provided opportunities for local people to engage again with topics relating to their place and town centre, and these opportunities should be present in any continued work with the KCC and the local community.
- 9.4 Safer and stronger communities** - Enhancements to the physical environment in the town centre aims to create a more pleasant environment for users at all different times of the day. The recommendation in relation to additional work to the Cowgate Street Design Project should help address issues affecting specific users and continue to improve the general physical environment in Kirkintilloch Town Centre for all of users.
- 9.5 Adult Health & Well-being** - Enhancements to the physical environment which create a more pleasant environment for people and creating a well-connected town centre that is accessible by foot and other means of active travel, support physical and mental health, and well-being.
- 9.6 Older Adults and Vulnerable People** - The community led engagement and consultation activity, has provided opportunities for local people to engage again with topics relating to their place and town centre, and these opportunities should be present in any continued work with the KCC and the local community. The recommendations in relation to additional work to the Cowgate Street Design Project have been made to support older people and people with mobility or sensory impairments to in using the town centre as well as continue to improve the general physical environment.
- 10.0 POLICY CHECKLIST**
- 10.1** This report has been assessed against the Policy Development Checklist and has been classified as being an operational report and not a new policy or change to an existing policy document.
- 11.0 APPENDICES** (All submitted electronically and available in Members Lounge)
- 11.1 Appendix 1** – Kirkintilloch Community Council Report & Kevin Murray Associates Report of Findings
- 11.2 Appendix 2** – Summary of all Monitoring & Evaluation Work
- 11.3 Appendix 3** – Sustrans Monitoring & Evaluation Report
- 11.4 Appendix 4** – Cowgate Street Design Project Stage 3 RSA
- 11.5 Appendix 5** – Living Streets Appraisal of the Cowgate Street Design Project
- 11.6 Appendix 6** – Sweco Signage, Parking & Network Study
- 11.7 Appendix 7** – Sweco Catherine Street lights consultation report