



Local Transport Strategy
East Dunbartonshire Council

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Dear Sir/Madam,

East Dunbartonshire Council, Draft Local Transport Strategy Consultation

Thank you for the opportunity to comment on the proposals for your Local Transport Strategy. While we find that the document is a useful basis for further, more detailed work, we consider that there is a lack of commitment to exploit the potential to really increase active travel in East Dunbartonshire and reduce the dependency on the private car.

Area Wide:

There is a commitment to install more Advanced Stopping Lines for cycles. While these have their place in a well-defined system, without good cycle lanes leading up to them they will not, on their own encourage people to cycle, or allow their children to cycle.

We are pleased to see that you have a programme of introducing 20mph speed limits; we would like to see a standard implementation of 20mph on all residential and shopping streets plus areas around schools and medical centres across East Dunbartonshire, so that we are a little disappointed that the Draft refers to zones.

If there is a commitment to get people cycling we would be looking to see a network of cycle routes being proposed to link centres in East Dunbartonshire and to link to neighbouring centres such as Glasgow.

We notice reference to off-road routes and while we know that people are wary of cycling near motor traffic this does not mean that they wish to cycle on longer diversionary routes or even off-road routes that might not be well-lit or well-maintained, particularly in the winter months. The Bearsway cycle route is a credit to East Dunbartonshire and we wish to see similar routes, but preferably uni-directional, on each side of the main commuter routes, in the local authority.

Bearsden and Milngavie:

There is mention of extending the cycle network, but no detail of how or where. Disappointingly, there is no mention of extending Bearsway, which would make a significant improvement in the area.

In Milngavie Town centre there is mention of shared use paths. Shared use paths are acceptable where usage is low, but go against best practice and can lead to conflict. For busy routes there must be clear demarcation between the walking and cycling areas.

We note that Milngavie could be a pilot active travel town, but we do not see the actions that will make it so.

We have looked for detail of cycle access from residential areas to shopping centres and railway stations, without success. Making short journeys feasible by bike could make a

significant difference. We are aware that people drive very short distances to park at Milngavie Railway Station. We hope this could be discouraged and replaced by cycling or walking.

We are pleased to hear that you are looking to improve the Canniesburn Toll Roundabout. Roundabouts and junctions feature highly in the incident statistics for people cycling, so we are disappointed to see that there is no promise of cycle infrastructure to enable people to negotiate their way through here. This is a major route for commuters using all modes of road transport and we would like to see cycle traffic considered here.

Bishopbriggs, Torrance, Balmore and Bardowie

There is mention of the A807 (Balmore Road) but no mention of details. This is a route that justifies segregated cycle lanes along its length. Off road routes are mentioned, but again there are no details. Off road routes have their place but will not generally replace segregation on main routes.

Bishopbriggs is quite a hostile environment for people cycling and we do not see any proposal for cycle infrastructure here. Routes to the railway station and into Glasgow should, in our view, be considered as a minimum.

Kirkintilloch, Lenzie, Waterside and Twechar

These towns are to some extent dormitory locations for people who commute to Glasgow or further afield and it would be reassuring to see that you propose cycle routes to nearby railway stations for onward travel either by rail. If people are going to leave the car at home and cycle they must feel confident that they have a good, well-maintained route.

We recognise that cycling is a leisure activity as well as a mode of transport for commuting and shopping and we know that places such as Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie are popular for the tourist. However, all these places should be able to support good cycle infrastructure in their centres to encourage their inhabitants to cycle to the shops and to schools.

Thus we are somewhat disappointed by the Draft Strategy. We consider that you should be looking to link residential areas to their town or village centres to promote cycle travel by suitable cycle infrastructure. There should be an extension of the Bearsway, segregated cycle lanes on Balmore Road and through Bishopbriggs and good links to all the railway stations.

Yours sincerely



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