



Main Issues Report  
East Dunbartonshire Council

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Dear Sir/Madam,

### **East Dunbartonshire Council, Main Issues Report Consultation**

Thank you for your reminder to comment on the proposals for the Main Issues Report of the your Local Transport Strategy. While we find that the document is a useful basis for further, more detailed work, in our view there must be significant action to exploit the potential to increase active travel in East Dunbartonshire and reduce the dependency on the private car.

#### **Issue 1 - Overall Objectives**

“3. Create places that are safe, easy to move around and are well connected by walking, cycling and public transport.”

“7. Create successful town and village centres that have high social value and are lively and accessible.”

These are statements that few would disagree with but we see little evidence of such places within East Dunbartonshire currently. We wish to see a network of cycle routes, between significant centres in East Dunbartonshire and neighbouring places such as Glasgow, building on the success of the very limited Bears Way cycle route. Within local centres we wish to see the ethos of the Scottish Government document “Designing Streets” put into practice.

#### **Issues 34 – 37 Housing**

Housing for all must be readily accessible by active and public transport and building on brownfield sites, correctly decontaminated where necessary, should assist in this. It must be remembered that many people who have difficulty walking are able to ride a bike and good cycle access in housing schemes is essential. Active travel and public transport must be considered before the current practice of every house or flat having a private car parking place is considered. Again, the principles of “Designing Streets” must be followed.

#### **Issues 38 and 39 Town Centres**

If the Council pursues active and public transport as the main modes of transport for accessing town centres, rather than the private car, then, as studies have shown, footfall will increase. “Designing Streets” assists this strategy to reinvigorate town centres as places where people walk, cycle and meet people, rather than places where pedestrians struggle to walk when faced with car drivers searching for somewhere to park their car. People who cycle, walk or use the

bus are less likely to support fast-food outlets than those who are sedentary in their cars, but at least, if they do frequent them, they are more likely to burn off the spare calories.

#### **Issues 40 – 44 Climate Change, Biodiversity, Sustainable Transport and Electric Vehicles**

Significant action must be taken to transfer people from the private car to public and active travel. This may well involve re-regulation of buses and moves to limit the use of the private car in town centres. It must be recognised, however, that while there is a place for electric vehicles, particularly for public transport, emergency vehicles, refuse lorries etc, the use of the private car must be limited. Electric cars do reduce, but do not eliminate, pollution and without control, they do nothing to reduce congestion.

All housing developments must have sustainable drainage systems to support biodiversity.

#### **Issues 48 – 50 Business and Development Sites**

There must be a change away from the current policy of assuming private car access to businesses and workplaces to one where people walk, cycle or get the train or bus to work. New businesses etc must be on bus routes before development is permitted.

#### **Issues 51 and 52 Encouraging Tourism and Holiday Lets**

Many people from other parts of Scotland, and other countries, visit Scotland on holiday and it's important that there are good cycling and walking routes. It's far easier to see the countryside from a bike or by walking than it is from the confines of a car, so active travel must be provided for.

Holiday lets are a concern in many parts of Scotland and should be controlled to a high standard by the local authority.

Overall, there must be clear objectives to reduce the use of the private car, to encourage active and public transport use and to ensure that new businesses and new developments are well served by public transport and active travel routes. These objectives must be measurable and reported on at regular intervals. If this is not done then the Local Development Plan will be yet another document containing all the right words but having no effect at all on life in East Dunbartonshire. GoBike hopes that all goes well and we will be happy to discuss specifics with you.

Yours sincerely



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