



Development of an Active & Sustainable Travel Strategy and Action Plan for West Dunbartonshire Council

Results of Strategy Consultation



18th January 2022 version 1



Summary

This report summarises the findings of a consultation to help understand views of potential options to shape a transport future for West Dunbartonshire consistent with transport decarbonisation.

Transport with no residual carbon footprint (net-zero) is not a concept that is yet universally accepted, as one respondent noted: “*this impossible goal of zero carbon*”. The 82 responses from the local groups and stakeholders invited to respond broadly support the proposals in the consultation with most proposals being much more strongly supported than opposed.

Proposals for improving local access and developing local hubs were strongly supported with respondents noting that the Council should align its assistance with the activities of existing organisations that have the same goals as the Council. This includes shops at local hubs assisting with local parcel delivery or cycle maintenance.

Investment in prioritised safe walking routes was the most popular suggestion in the consultation.

Greater enforcement of traffic laws including parking was also overwhelmingly supported using the opportunities created by enforcing the new Highway Code to ensure all road users prioritise walkers highest.

Strongly supported proposals envisaged the Council using its powers more effectively to secure higher standards through planning, and developing partnerships with local businesses and transport providers.

The lack of management and enforcement of car parking was raised by respondents as an impediment to many of the improvements suggested. Respondents noted that the greatest parking problems are experienced by the least wealthy people so solutions that impose new costs like charges and permits were unlikely to be viewed positively.

Information and training measures were viewed as important for managing the transition to new approaches, particularly for encouraging responsible cycle use and supporting the transition to electric vehicles.

Overall, the consultation helps to identify the type of measures to decarbonise transport most likely to be supported by the community. More detailed consultation will be needed on individual projects and plans to ensure sensitive solutions, consistent with local goals for the improvement of each local community.

Contents

1.0	Introduction	1
	<i>Approach</i>	1
2.0	Travelling Less	2
	<i>Improved local access to services and opportunities</i>	2
	<i>Better transport to local opportunities</i>	4
	<i>Local hubs and facilities</i>	5
3.0	Active Travel	8
4.0	Zero emission vehicles.....	12
	<i>Sharing vehicles</i>	12
	<i>Parking and charging</i>	13
5.0	Conclusions.....	17
6.0	Appendix A – Survey Questionnaire	18

1.0 Introduction

- 1.1 This report summarises the results of a consultation undertaken during December 2021 to help understand better the views of local people and stakeholders about potential options to shape a transport future for West Dunbartonshire that will meet the Council's stated aims for transport decarbonisation.
- 1.2 The consultation was structured under three main themes:
 - Understanding how people might travel less by accessing goods and services more easily and more locally.
 - Exploring the factors affecting levels of active travel.
 - Ways of approaching the transition towards zero emission vehicles for all modes of transport.
- 1.3 The consultation was promoted by e-mailing a weblink for the survey to groups within West Dunbartonshire that are known to represent each sector in society.
- 1.4 This report describes the results of the survey to help inform the drafting of the transport strategy and action plan.

Approach

- 1.5 The survey was circulated during early December 2021 and closed for responses on 7th January. The purpose was to calibrate emerging ideas for the new strategy and action plan with as wide a range of community groups as possible. The distribution of the survey questionnaire sought to include all active community groups to hear the views of as many strands of opinion from local communities as possible.
- 1.6 After removal of duplicate responses, a total of 82 responses were received, though not everyone responded to every question. The active travel questions had fewer responses than other sections but even the active travel question with the lowest response rate received 54 responses.
- 1.7 The survey was designed to be accessible to as many people as possible using a web survey form designed to be readable easily on mobile phones, tablets and computers. People were invited to contact the Council to ask for printed copies if they would prefer, but no requests were received.
- 1.8 Using response identification references based on the internet address of the respondent and the computer device used, all responses were assembled in a relational database. This allowed responses from people who had started a survey but finished it later, or started again at another time and responded again, to be grouped into a single response for each person. It also allowed the removal of duplicate responses. The analysis was then undertaken using database queries with results being exported to a spreadsheet for additional analysis and generation of graphs.

2.0 Travelling Less

2.1 The topics on which people were invited to explore options for travelling less were under three main themes:

- Better access to services and opportunities with safe routes and improved streets
- Accessing local opportunities including shops, health centres, and leisure facilities by car and public transport
- Improved local hubs, with better local facilities and improved planning of new developments

Improved local access to services and opportunities

2.2 Four questions were asked requiring possible approaches to be rated by respondents stating how strongly they agreed with the approach:

- Eco travel scheme - Shops, businesses schools and other local facilities that successfully promote sustainable access to their premises should receive recognition from the Council under a new eco-travel scheme.
- Home zones - There should be more school streets, play streets and home zones where pedestrians have priority and vehicles are permitted only travelling at low speeds and for local access.
- Low traffic neighbourhoods - Controlled access should be managed for certain streets allowing only specific people to have access, to reduce through traffic without impairing access for local residents, businesses and emergency vehicles
- Low emissions zones - To encourage all road users, including delivery vans, to use cleaner vehicles for local deliveries, certain streets should be classed as “low emission zones”.

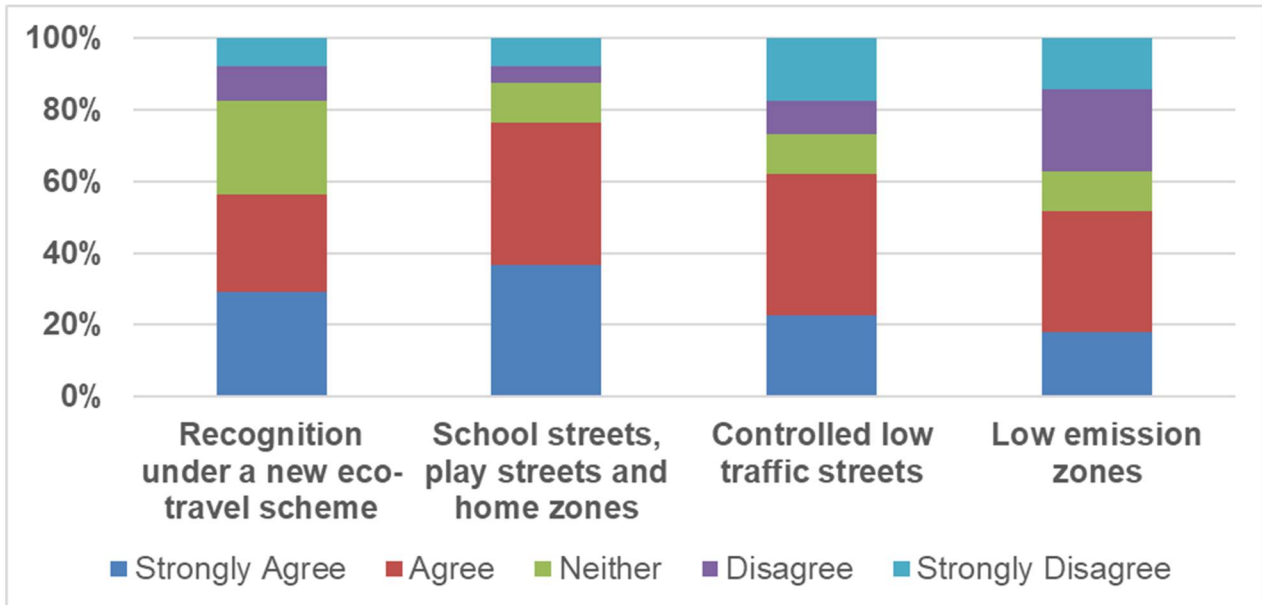
2.3 In addition, people were asked to comment specifically with ideas about:

- How the Council might work best with local people to make streets more welcoming.
- Who could contribute information, signing, artwork, for paths or gardening in public spaces, or provide sponsorship to improve streets.
- Other changes respondents would like to see to local streets.

2.4 Figure 2.1 shows that the strongest support (76% strongly agreeing or agreeing) was for home zones where residential streets were more welcoming for residents offering spaces where people can socialise and play. This was also reinforced in the comments made by respondents.

2.5 Low emissions zones were controversial with 37% of respondents strongly disagreeing or disagreeing with this suggestion, compared with 51% supporting the suggestion. There was also disagreement with the proposal for traffic controls to create low traffic neighbourhoods or streets, with 27% of respondents opposing this approach. However, those who agreed with the proposal outnumbered those who disagreed by more than 2 to 1, with nearly two thirds of respondents to this option strongly agreeing or agreeing with the proposal.

Figure 2.1 – Improving local access and opportunities



2.6 Various suggestions for reallocation of space were made including encouraging coffee shops and restaurants to use outdoor seating on pavements, more streets where pedestrians have priority over cars and better use of unused land as allotment spaces. Clearer allocation of resident parking spaces was suggested as a way of reducing the numbers of cars parking on pavements or double parking. Improved parking regulations also needed to be backed up with parking enforcement:

“stop people parking on pavements”

2.7 Many people commented that more attention needed to be given to planning of new development to make local shopping and socialising a far more attractive option.

“Although regeneration is happening at Queens Quay the rest of the area is being forgotten about”

2.8 With regard to volunteering, several people noted the opportunities for communities to improve signing and artwork in local streets and help with vegetation control. One respondent noted that there was a need for better information about the positive relationship between volunteering and additional employment, since some people perceive volunteering as a threat to paid jobs rather than a support for additional investment in jobs.

2.9 Other suggestions included improved road and footpath maintenance and improvements:

“fix potholes”

“unblocking drains”

“less litter”

“better street lighting”

“more pedestrian crossings”.

“more traffic calming such as chicanes”,

Better transport to local opportunities

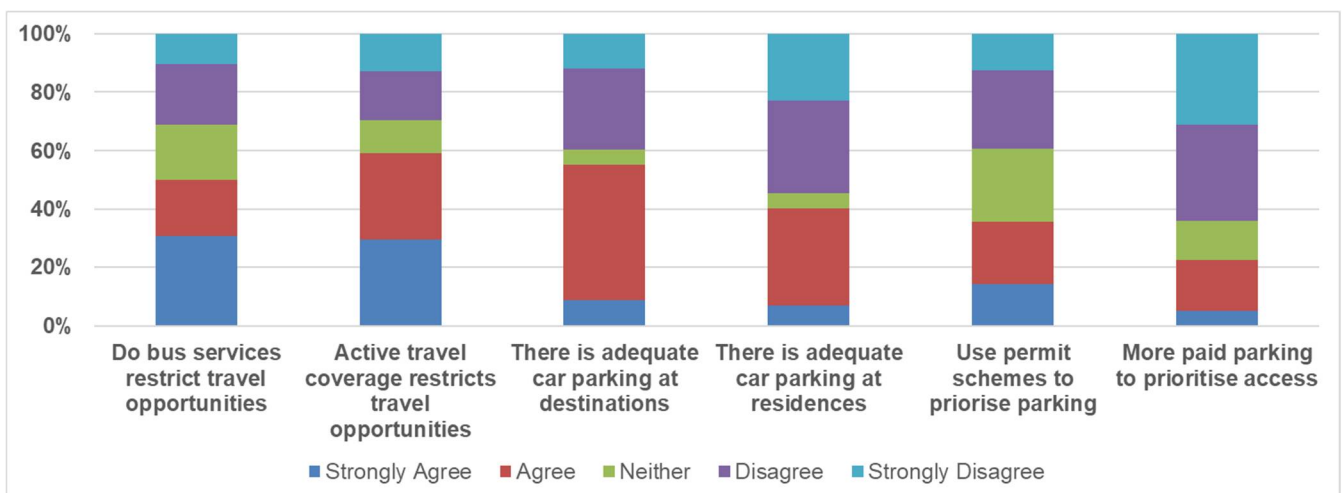
2.10 Six possible proposals were described to be rated by respondents who stated how strongly they agreed with the approach:

- The timing, fares, and frequencies of bus and rail services significantly restrict the choice of access to local shops and services for local residents, businesses and visitors.
- The coverage, maintenance and safety of walking and cycling routes currently discourage access to local shops and services for local residents, businesses and visitors
- There are adequate car parking facilities near the destinations I travel to by car in West Dunbartonshire
- There is adequate parking availability for residents and visitors in the areas I live and visit
- Parking spaces are limited, and permit schemes should be used to ensure that essential access for residents and businesses is maintained
- There should be more paid parking opportunities to prioritise access to local destinations.

2.11 Figure 2.2 shows that the strongest support for action was in improving the networks for active travel to local opportunities but improvements to bus services were also suggested by more than 50% of respondents.

2.12 55% of respondents considered that there was adequate parking at local destinations in West Dunbartonshire, but 36% of respondents also thought more could be done to manage parking using permit-based schemes. There was very limited support for offering more paid parking to prioritise access, and more than a third of respondents strongly disagreed with this proposal.

Figure 2.1 – Adequacy of transport to local opportunities



2.13 The comments provided more detailed explanations for these views. The most common issues raised related to parking:

"It is difficult to imagine what could be done to sort out parking problems"

"Please employ traffic wardens!"

"Yes to permit schemes for parking, but absolutely not charge for them"

"There should be some form of payment required to park work related vehicles on public streets"

"Charging for parking affects low income drivers most so it's a bad idea".

"There is no space for additional parking in the area"

"ensure that new development allows for proper behaviour in its road layout and width standards since new developments are so often much of the problem"

- 2.14 There were also many comments about the attractiveness of local shops and facilities:

"The area surrounding Clydebank shopping areas must be made more pleasant"

- 2.15 With regard to transport services the main focus of the comments was on opportunities for integration, particularly between bus and rail. However, several people also suggested that there was a need to achieve better segregation between pedestrians and cyclists if the speed of cyclists could not be controlled.

"Join up bus and rail services to give optimum choice and interchangeable tickets"

"Separate pedestrian and cycle zones for safety due to speeding cycles"

Local hubs and facilities

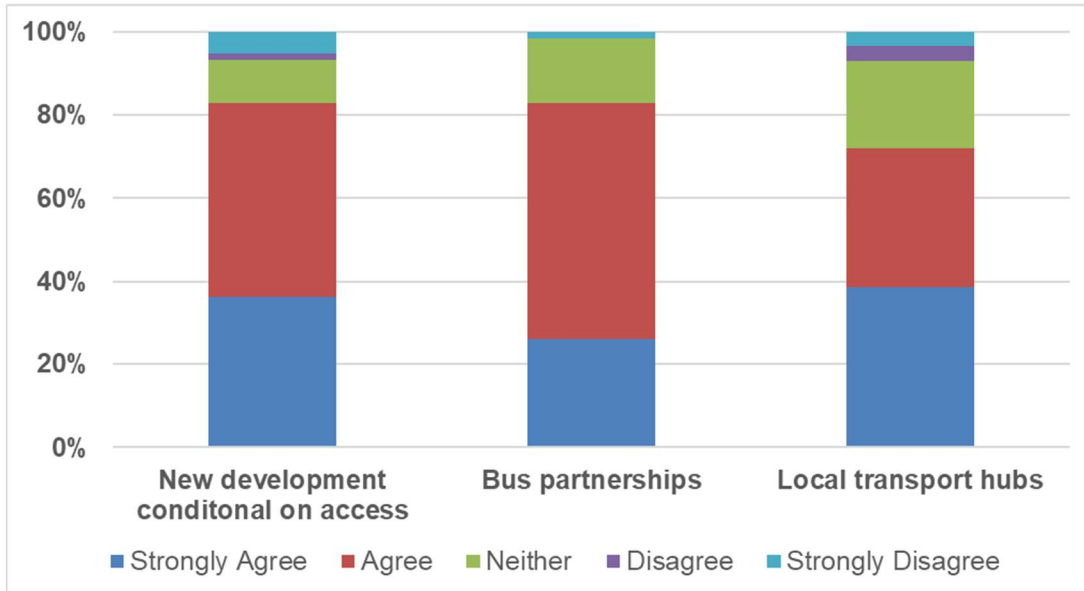
- 2.16 Three options were identified that could help to strengthen the local partnerships for improving service delivery:

- New development should only be permitted where it can demonstrate that development improves access to local services such as shops, schools, health centres, and leisure facilities
- Bus service improvement partnerships (BSIPS) should be used to strengthen joint working between the Council and all local operators, with more bus priority lanes, better bus routes and more reliable services with better facilities.
- Local transport hubs should be developed to help with local collection and delivery services, cycle maintenance, short term car hire, short term bike hire, bus and rail interchange, training and information services, and other transport service design and support.

- 2.17 Figure 2.3 shows strong support for all of the proposed options. Although some changes such as bus priority lanes are sometimes seen as being controversial, less than 2% of respondents disagreed with such changes.

- 2.18 39% of respondents strongly supported the transport hub concept. However, perhaps because some respondents had little or no experience of transport hubs, 21% of respondents neither agreed or disagreed with the proposal.
- 2.19 Overall, the most strongly supported proposal on local hubs and facilities was the 83% of respondents supporting improvements in development planning so that new development helped to improve access to local facilities. People commented that new development was often built in locations with few local services.

Figure 2.3 – Improving hubs and supporting development



- 2.20 Several respondents commented that *“Buses should be in council control”*.

“It should not be left to the operators to decide on routes and timings”

- 2.21 Given that the Council already has the powers to make substantial improvements to bus services, respondents appeared to be encouraging the Council to make greater use of these powers. Specific areas for change that people suggested were:

“Reduce fares as its cheaper to use your car”

“Use smaller buses in residential areas”

“Timetables at stops with estimated time of arrival”

“buses should be preferably electric or hydrogen powered”

“All stops should have covered shelters”

“Bus timetables posted outside or inside main shops Maybe more bike ports outside businesses

- 2.22 When considering planning proposals people wanted to see local access to more quality and choice than simply access to basic local services:

“Local small shops should include butcher, baker, delicatessen”

“New Health Centre has no x-ray facilities, so people need to travel far further to Gartnavel General Hospital”.

- 2.23 Several people suggested that setting up travel hubs with hire bikes, cycle maintenance and other services could be achieved by working collaboratively with local businesses already providing those, or similar, services to help them expand to meet the growing need for such services.

“Promote existing businesses that are already active within the local communities and have the same goals”.

“Council support for bike maintenance would be fantastic, but should not take away from existing local services”

“If a bike hire scheme like Glasgow is being considered it should take account of all maintenance needs and monitoring of the impacts on residents who stay near cycle paths”

3.0 Active Travel

3.1 The consultation questions covered the several areas of service delivery where the Council could potentially take action to improve active travel as follows:

- Parents and children could advise on suitable routes from residential areas to schools and in developing staged plans for upgrading infrastructure with better paths, road crossings, lighting, patrols, facilities, and other common path improvements
- Every key destination in West Dunbartonshire could be improved with high quality designated safe walking routes to the destinations from residential areas, with maps of the connected active travel network, including links to the cycle network, being published widely
- West Dunbartonshire Council could help to facilitate cycle clubs or partnerships to run facilities such as local cycle hire, sales and maintenance facilities (including hourly hire) to make cycling more accessible to more people.
- The Council, Police and community could find new ways to work more closely together to encourage mutual respect between road users including enforcing the duty of care under the new Highway Code which place the needs of those making active travel journeys as taking the highest priority.

3.2 Figure 3.1 shows that nearly all respondents support the improvement and promotion of safe routes to schools and local destinations. 81% of respondents also support the development of new partnerships to ensure that, when sharing road space, the needs of different road users are respected by all road users. Half of respondents also supported the development of cycle partnerships.

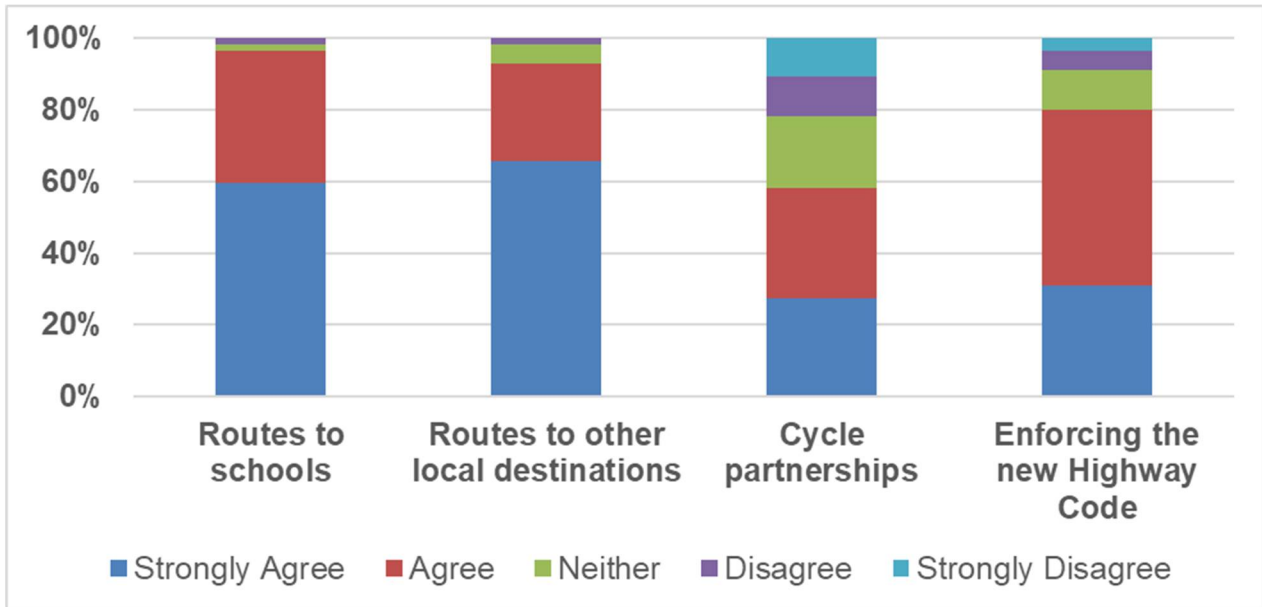
3.3 Investment in prioritised safe walking routes was the most popular suggestion in the consultation. Walking is one of the most popular ways of travelling, and unlike car, bus, rail, tram, taxi and other motorised travel where much of the investment funding comes from travellers, the investment in opportunities for walking is largely dependent on funding by public authorities¹. Respondents noted that although cycle purchase and maintenance opportunities were growing, this is from a low base and many responses felt that cyclists were given too much priority.

3.4 The strong overall support for active travel investment was echoed in the comments with many of the longest and most detailed comments being made on these topics. These comments fell into three main categories:

- Infrastructure provision and maintenance
- Enforcement and safe behaviour
- Information and training

¹ The latest national statistics show that, although nearly two thirds of West Dunbartonshire residents walk regularly (A walking trip is recorded in the Scottish Household Survey if it is of a length greater than a quarter of a mile), the numbers cycling regularly were too low to be picked up as significant in the national household survey.

Figure 3.1 – Improving active travel



Infrastructure and maintenance

3.5 The provision and maintenance of safe walking routes attracted the most comments.

“Repair pavements and make it user friendly for disabled with wheelchairs”.

“More walking paths that are well maintained”.

“Cycle lanes are unusable without better street cleaning. Debris and stones get thrown from the road towards the gutter and therefore in the cycle lane”.

“Better maintenance is needed during the winter months”

“The council must ensure all housing development has safe walking and cycling links to local facilities”.

3.6 Comments about the design of safe road crossing facilities to reflect the needs of users included:

“where paths cross roads, particularly 60mph roads, they must have crossing facilities suitable for children

“Use traffic lights to protect pedestrians at junctions – roundabout junctions with signals makes drivers lazy”

3.7 Comments about how to improve experiences for active travellers included:

“More trees, and green planting on streets would help and any areas which have standing traffic should be screened from the active travel users by trees”.

“Safe spaces for everyone in town centres needs a 10mph limit for everyone”.

“Good lighting is needed for safe routes”

3.8 Specific comments about cycle paths included:

“Cycle paths stop with no warning, and cycle lanes on roads start and stop. The cycle pathway along the canal could be used as a model for standards of further routes”.

“The safe segregated cycle routes should ensure everyone is connected with schools, health centres, shops, libraries, and rail stations”

“cycling facilities are only safe if they are suitable for use by an unsupervised 10 year old”

“Where there are pavements at both sides of main roads, transform one side into cycle path.”

“Expand the cycle network to encourage more short cycle trips”

3.9 Support for cycle parking and security was mentioned by several respondents with improved parking facilities being considered to be of increasing importance:

“Add secure areas such as bike sheds to give people the ability to feel more confident in taking their bikes on trips that they will be locked up safely”.

“Secure parking for e-bikes is needed due to the high cost of e-bikes”

“Secure bike lockers for all day parking, not just bike racks as people come back to find parts stolen or they've just cut the lock off and ridden your bike away”

Enforcement and safe behaviour

3.10 The enforcement issues attracted some of the most emotive comments:

“parking behaviour is a disgrace along with no parking patrols”

“make a point in stopping cars parking on pavements”

“it isn't just motorists who need to learn about the Highway Code - so do many cyclists”

“cyclists should be subject to more controls like other road users”

“cyclists ride on the pavement, don't use lights after dark and jump red traffic lights with impunity”

“clear laws which favour cycle routes and ensure motorists comply and understand that cyclists come first”

“stop wasting money painting yellow lines when the chance of being ticketed for illegal parking is minuscule”

Information and training

- 3.11 A few suggestions were made about how to improve information for walkers and training for cyclists.

“Promote the bike register service as a lot of people don't know of their services in helping recover your bike alongside the police”

“Improve signage and make road markings clearer”

“train cyclists the rules of the road”

4.0 Zero emission vehicles

4.1 The consultation questions about zero emission vehicles were under two main themes:

- More sharing of vehicles
- Parking and charging for electric vehicles

Sharing vehicles

4.2 In West Dunbartonshire the car club and car hire sector is currently limited, so the consultation sought to identify how to grow opportunities for a low carbon vehicle partnership to help everyone work together as they switch to cleaner vehicles.

4.3 People were asked to rate three possible options for new projects:

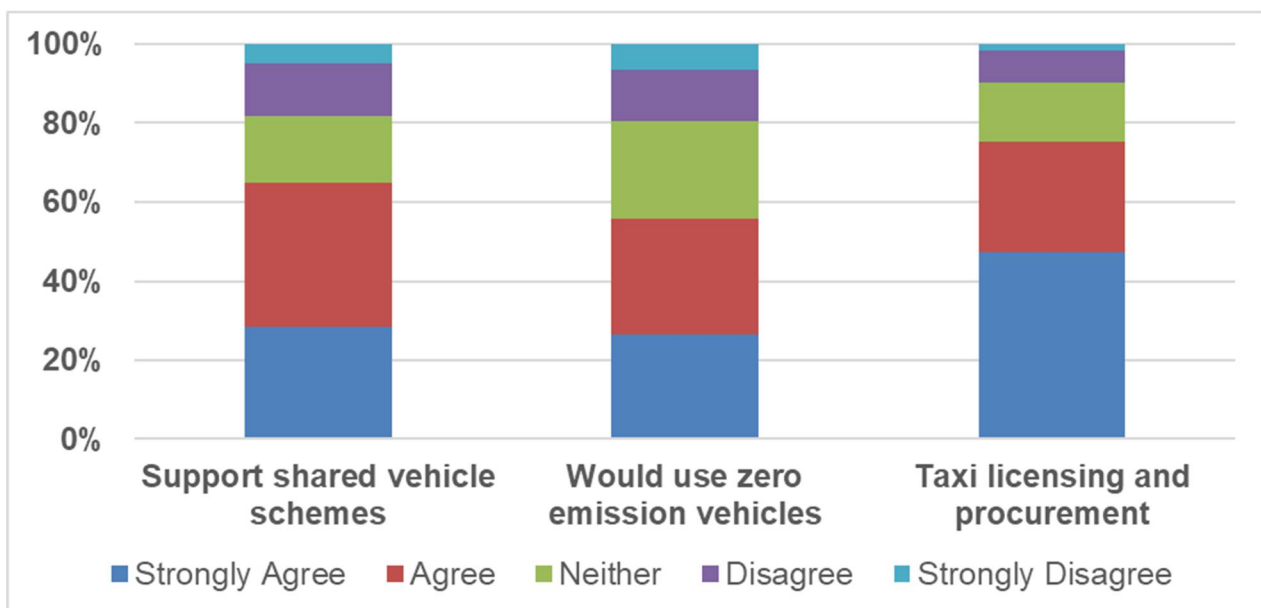
- People and organisations who own zero emission vehicles could be enabled to share these vehicles, such as through car clubs, to make better use of vehicles and achieve financial savings
- Local people, businesses and other organisations in West Dunbartonshire would make good use of electric vehicles through car clubs and car hire networks if these were expanded across the area.
- Zero-emission taxi, private hire and other similar services should be given preferential status in public procurement and regulation of transport such as vehicle supply contracts for Council staff travel and licensing costs for taxis.

4.4 Figure 4.1 shows that 75% of respondents supported for changes to Council procurement of transport and taxi licensing rules to support zero-emission vehicles.

4.5 65% of respondents supported more sharing of vehicles to make better use of the zero-emission fleet.

4.6 54% of respondents said they would use shared zero-emission vehicles, but 25% of people were undecided about this option, suggesting that people need to see more practical examples of car clubs in West Dunbartonshire to help decide if this is for them.

Figure 4.1 – Sharing vehicles



4.7 Compared to other parts of the consultation, there were relatively few comments made about vehicle sharing but the comments made expanded on how people saw these options working.

4.8 Sharing was seen as one way to help people to make the transition to zero emission vehicles:

“Most of us simply cannot afford to switch to cleaner car types, vehicle sharing is just part of a bigger picture”

“car share schemes elsewhere in Scotland seem to work effectively and they may allow people who cannot afford to own a car, access to a car when needed”

“I think this needs to be engrained in businesses ethos and way of thinking, providing employees with staff benefits which help reach net zero targets”.

“Buses and taxis should be given incentives to move towards full EV capability”

4.9 The sequencing of changes attracted several comments and linked many of the shared vehicle initiatives to the availability of parking and charging. Some of those commenting were looking for leadership from the Council:

“it is unfair to give contracts to business with EV access without the adequate infrastructure for EVs”

“Council should only be using EV/Hydrogen bin lorries”.

“The Council could operate a service where drivers with electric mini buses or vans could be hired out when not required for council use”

Parking and charging

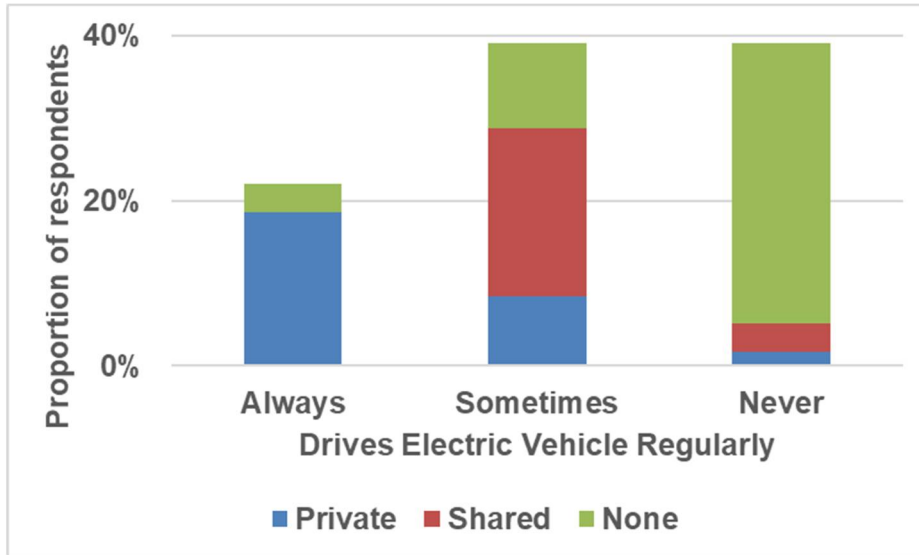
4.10 Respondents were asked to state whether they currently used zero-emission cars and vans for their personal and business travel and whether or not they had private electric vehicle charging facilities at home or work.

4.11 Figure 4.2 shows that 21% of respondents already drive electric vehicles regularly which is higher than for the general population, but consistent with current EV car sales in late 2021 when battery electric vehicles made up about 20% of new car sales.

4.12 Most regular users of electric vehicles have private charging facilities. In contrast most of the respondents that never use electric vehicles have no access to private charging facilities at home or work. Occasional EV users in the sample largely rely largely on shared EV charging facilities. Private shared EV charging is commonly used at workplaces with fleets of vehicles. Some residents charge their vehicles at nearby houses in the residential areas where they live by agreement with the owners. Users with no private charging facilities need to rely on the public charging facilities provided by Chargeplace Scotland, Gridserve, Podpoint, Instavolt and other providers.

4.13 Cause and effect are not clear from the analysis. People may be using EVs because charging is easy ,or may commission private charging to make EV use practical. Regardless of the cause, the results from this sample of people suggests that at least some private EV charging appears to be essential for regular EV users.

Figure 4.2 – Respondents who drive EVs by availability of private and shared charging facilities

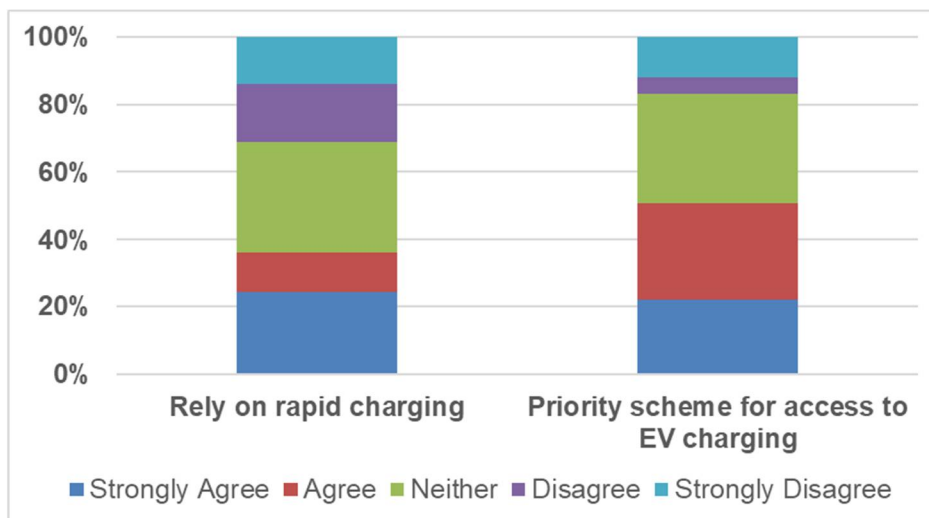


4.14 The consultation asked people to rate two potential approaches for the development of charging facilities:

- As petrol/diesel cars are phased out I expect to charge my car at rapid charging facilities, such as at petrol stations and local hubs despite higher electricity costs at these locations.
- People who do not have private off-street electric vehicle charging at home should be given priority terms when charging their cars at workplaces, shops and other local charging hubs.

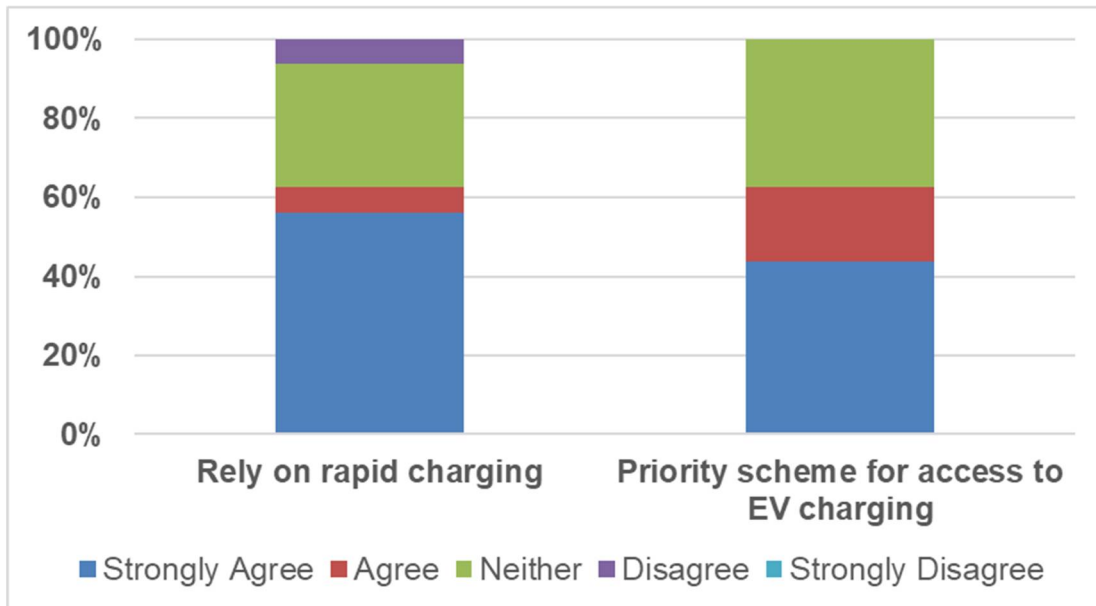
4.15 Figure 4.3 shows that there are no clear views amongst respondents about the way forward.

Figure 4.3 – Future EV charging options



4.16 The current EV drivers could be expected to have a better understanding of the challenges in charging EVs, so Figure 4.4 shows that the majority of this group supported both options to make EV charging fairer and more accessible.

Figure 4.4 – Support for future EV charging options amongst EV drivers



4.17 This part of the consultation attracted many lengthy comments from respondents explaining current challenges with EV charging in different parts of the area. The most common comment was from people requesting more charging points in the area:

“More charging points needed”

“There needs to be a strategy for having sufficient charging points”

“More charging points need to be aligned to retail facilities eg coffee shops that facilitate economic development as part of new charging infrastructure”.

“Every council car park and supermarket car park should have some, even just a couple to begin with”

4.18 Many more specific recommendations for charging points were also offered:

“It is demoralising and anxiety inducing for those who are relying on a public EV charging network and they do not work”

“I have recently purchased a fully electric vehicle but there are few fast charge facilities available”

“Enforce parking so that ICE cars do not park in EV bays”

“The 1 fast charge is constantly occupied when not broken”

“I have recently become an EV user and the lack of infrastructure is appalling. I would not recommend to anyone who doesn't have home charging”

4.19 Some people were unconvinced about the general EV roll out:

“Stop pushing electric as it's not going to work. We should be looking at hydrogen instead”

“The council should maintain the roads properly and stop encouraging congestion with more vehicles”

“Cost of EVs too high”

“Zero emissions transport unfortunately isn't at a stage where swapping our cars is viable due to the battery life and charge times”

“So how are we going to receive goods in and out of business and or home delivery when we have reached this impossible goal of zero carbon?”

4.20 There were concerns about the pace of change and the ability of West Dunbartonshire to keep pace:

“Infrastructure for EVs needs to be in place both in new build housing and older/renovated properties”

“Everything seems to take such a long time going through council processes”

“They Council could lead by example”

5.0 Conclusions

- 5.1 The strategy consultation sought views on potential new options for transport implementation to decarbonise transport. The 82 people who responded offered many helpful views supporting and opposing change with some detailed comments describing why some approaches would work better than others.
- 5.2 Nearly all respondents support the improvement and promotion of safe routes to schools and local destinations and investment in prioritised safe walking routes was the most popular suggestion in the consultation.
- 5.3 The proposals for improving local access and developing local hubs were strongly supported. For new areas of service delivery such as setting up new hubs, respondents wanted the Council to recognise the contribution made by existing providers. These providers often have the same goals as the Council and there is no need for the Council to seek to compete with these existing providers.
- 5.4 There was strong support for the Council using its powers more effectively to secure higher standards through planning of new development and through partnerships with local businesses and transport providers.
- 5.5 Greater enforcement of traffic laws including parking was strongly supported. The opportunities created by enforcing the new Highway Code were amongst the most strongly supported proposals to ensure all road users prioritise walkers highest when using the roads and footpaths.
- 5.6 The lack of management and enforcement of car parking was raised by respondents as an impediment to many of the improvements suggested in all parts of the consultation. A clear parking strategy will be needed as part of successful future plans to avoid derailing new proposals. Of the potential options for future implementation, parking charges to manage access to destinations was by far the least popular option, but only a few respondents considered that current parking provision at destinations was inadequate. In contrast, parking at residences was viewed as a problem by the majority of respondents, but more respondents opposed the use of permit schemes than supported them. Whilst there are no easy solutions respondents noted that the greatest parking problems are experienced by the least wealthy people. Given that in the past proposed parking solutions impose new costs through charges and permits these have been unlikely to be viewed positively. The responses suggest that popular approaches to parking improvement will depend more on management and enforcement than charging parking users.
- 5.7 Information and training measures were viewed as a high priority for encouraging responsible cycle use and supporting the transition to electric vehicles.
- 5.8 Overall, the consultation helps to identify the type of measures to decarbonise transport that are most likely to be supported by the community. More detailed consultation will be needed on individual projects and plans to ensure sensitive solutions, consistent with local goals for the improvement of each local community.

6.0 Appendix A – Survey Questionnaire



[About this Consultation](#) Better Access Active Travel Zero Emission Vehicles



This consultation is an invitation to help shape a transport future for West Dunbartonshire that is better for everyone. A new approach is needed, and the Council has a key role in enabling and supporting local residents, businesses and organisations to secure better value, fairer and greener transport.

The Council's [Climate Change Strategy](#) and [Action Plan](#) is supporting the development of new approaches to active and sustainable transport where: people can access goods and services more easily and more locally, active travel is more popular and zero emission vehicles become the norm.

Everyone in West Dunbartonshire can participate in the development and design of these new approaches. The results of this consultation will be used to inform detailed programmes such as the 12 possible approaches shown, with the pie chart illustrating the approximate contribution of each to sustainable approaches.



The Council plans to work with the whole community, including residents, businesses and community organisations, to identify how to achieve sustainable change, support the growth of jobs in sustainable transport and help everyone to share in the benefits of reduced emission travel. A better transport future depends on all of the main funders of transport working in partnership, including spending on greener travel by tourists and visitors

Safe routes and improved streets

Everybody wants better and safer routes in their neighbourhood for getting around on foot, in wheelchairs, and on cycles, scooters and skates.

Planning and designing for the needs of local people involves a stronger role for everyone who uses the streets, particularly the staff and users of local service providers such as schools, workplaces, shops and leisure facilities.

Options to improve safe routes and streets

Shops, businesses schools and other local facilities that successfully promote sustainable access to their premises should receive recognition from the Council under a new eco-travel scheme

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

There should be more school streets, play streets and home zones where pedestrians have priority and vehicles are permitted only travelling at low speeds and for local access

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

Controlled access should be managed for certain streets allowing only specific people to have access, to reduce through traffic without impairing access for local residents, businesses and emergency vehicles

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

To encourage all road users, including delivery vans, to use cleaner vehicles for local deliveries, certain streets should be classed as "low emission zones".

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

How could the Council work best with local people to make streets more welcoming? Could you contribute information, signing, artwork, for paths or gardening in public spaces, or provide sponsorship to improve streets? What other changes would you like to see to local streets?

Accessing Facilities

Shops, health centres, leisure facilities and other destinations have often viewed the provision of free parking as the best way to enable access. However, at least as many trips are made by walking, cycling and public transport as are made by car. The Council plans to work jointly with providers of transport services to manage access by all modes to that is greener, better value and fairer for all people

Options to improve access and parking

The timing, fares, and frequencies of bus and rail services significantly restrict the choice of access to local shops and services for local residents, businesses and visitors

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

The coverage, maintenance and safety of walking and cycling routes restrict access to local shops and services for local residents, businesses and visitors

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

There are adequate car parking facilities near the destinations I travel to by car in West Dunbartonshire

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

There is adequate parking availability for residents and visitors in the areas I live and visit

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Parking spaces are limited, and permit schemes should be used to ensure that essential access for residents and businesses is maintained

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

There should be more opportunities for people to pay for better parking to allow for better access at certain locations and/or times of day

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree

Local hubs, better local facilities and planning new developments

Development such as building new homes, offices, health centres and leisure facilities can help to make access to essential services better for everyone if neighbourhood access is planned. If more people live within walking distance of schools, shops, health centres, leisure facilities, parks and green spaces (sometimes called 20 minute neighbourhoods), then people can choose local trips more often, helping to reduce road traffic levels.

Local communities have already been progressing neighbourhood hubs such as the new Clydebank Can on the Canal Activities Centre, a cycle hub in Alexandria, and proposals for a multi-modal hub at Dumbarton Central Station.

Local parcel delivery management for the last few miles to people's homes can also help to cut the transport emissions of national courier companies and online retailers, whose deliveries can often be made more quickly and reliable through local neighbourhood hubs

Options to improve local facilities

New development should only be permitted where it can demonstrate that development improves access to local services such as shops, schools, health centres, and leisure facilities

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Bus service improvement partnerships (BSIPS) with all local operators should be used to define the rights and responsibilities for all those involved in delivering bus services including roads, bus routes, services and facilities

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Local transport hubs should be developed to help with local collection and delivery services, cycle maintenance, short term car hire, short term bike hire, training and information services, and other transport service design and support

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Options to improve active travel

Parents and children could advise on suitable routes from residential areas to schools and in developing staged plans for upgrading infrastructure with better paths, road crossings, lighting, patrols, facilities, and other common path improvements

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Every key destination in West Dunbartonshire should have high quality designated safe walking routes to them from residential areas with maps of the connected active travel network, including links to the cycle network, being published widely

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

I would be interested in using West Dunbartonshire cycle club or partnership facilities such as local cycle hire, sales and maintenance facilities (including hourly hire) and making cycling more accessible to more people

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

The Council, Police and community should work closely together to encourage mutual respect between road users including enforcing the duty of care under the Highway Code for motor vehicle use which respects the needs of those making active travel journeys, including vehicle parking

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

What other improvements would you like to see in the design and delivery of active travel facilities? What would encourage you to walk and cycle more for everyday journeys

More Sharing of Vehicles

In West Dunbartonshire, the car club and short term car hire sector is currently limited, offering substantial potential for growth and adding new opportunities for vehicle sharing. Sharing cars, vans and minibuses in a low carbon vehicle partnership could be an affordable way for users, including the Council, to switch to electric vehicles. A shared fleet of cars and vans located conveniently at local hubs across the area could enable affordable access to vehicles and electric charging facilities enabling residents, businesses and other vehicle fleet users to reduce emissions and save money.

Options for sharing zero emission vehicles

People and organisations who own zero emission vehicles could be enabled to share these vehicles, such as through car clubs, to make better use of vehicles and achieve financial savings

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Local people, businesses and other organisations in West Dunbartonshire would make good use of electric vehicles through car clubs and car hire networks if these were expanded across the area

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Zero-emission taxi, private hire and other similar services should be given preferential status in public procurement and regulation of transport such as vehicle supply contracts for Council staff travel and licensing costs for taxis

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Please explain how the Council can help assist you with the next steps towards shared zero-emission transport? Should the Council seek partnership agreements with bus and road freight operators to encourage a faster switch to cleaner vehicles? What other opportunities are available to grow the shared vehicle fleet?

Submit

Parking and Charging for Electric Vehicles

Parking provision in residential areas and in town centres needs to change as the proportion of electric vehicles grows. Most vehicle manufacturers will stop making petrol/diesel vehicles within the next 3 to 10 years, and these changes will have major impacts on the use of parking spaces. These are challenging timescales for providers to ensure that new approaches to parking management are in place ahead of demand for electric vehicle use. People without private driveways or other private places to charge their vehicles will need convenient low-cost charging opportunities to be made available

Options for parking and charging zero-emission vehicles

I currently use zero-emission cars and vans for virtually all my personal and business use

- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

I have private electrical charging available at home and/or work.

- Never
- Rarely
- Shared
- Sometimes
- Always

As petrol/diesel cars are phased out I expect to charge my car at rapid charging facilities, such as at petrol stations and local hubs despite higher electricity costs at these locations

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

People who do not have private off-street electric vehicle charging at home should be given priority terms when charging their cars at workplaces, shops and other local charging hubs

- Strongly disagree
- Disagree
- Neither Agree or Disagree
- Agree
- Strongly agree

Please explain how the Council can help assist you with the next steps towards zero-emission cars and other transport? What other changes would you like to see to enable zero-emission transport for everyone?

About you

Thank you for your views. If possible we may wish to contact you to hear more about your views. If you are willing to be contacted please add your details below. Please note that any personal details you share will be held on secure databases accessed by only the Council and analysis teams for the purposes of this work to develop active and sustainable travel plans.

Please add any other comments you have about this consultation

Your name

Organisation you represent (if any)

Your e-mail address

Telephone number

Address and postcode

Submit