



**MILNGAVIE COMMUNITY COUNCIL**  
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**MCC RESPONSE TO ATS CONSULTATION -AMR/CC/LE**

6<sup>th</sup> October 2015

Dear Mr Wilson

MCC acknowledge the positive benefits to the communities of EDC that the ATS intends to achieve. We are keen to engage with the council in a positive manner and would like you to note that there is currently a large amount of goodwill and enthusiasm for community projects in Milngavie with a sub-committee of MCC (Making the most of Milngavie – MMM) actively pursuing the creation of a community development trust (CDT).

They have already identified areas and projects to which community members are prepared to commit time and energy, so development of certain action points may be easier to implement in the short term than might be otherwise anticipated and provide EDC with some very quick gains.

Whilst generally supporting the action points identified in the draft report, we would like to draw particular attention to our concerns regarding the potential use of shared use pathways in the area and the prospect of permitting cycling within the pedestrianised areas of Milngavie. There is a significant community of elderly and infirm residents in this area for whom the pedestrian only areas allow them a degree of freedom and activity that would not otherwise be possible. Any relaxing of cycling restrictions should be considered very carefully, and we would ask that this is done in consultation with the local social care groups to ensure that their concerns and requirements are fully considered as part of any change.

We would like to make the following observations and suggestions on the action points identified in the draft report. Our comments on action points below are numbered according to Table 1 in the draft ATS.

- 1.1 The footpath through Craighdu wedge from Mosshead primary to the A81 at McDonalds is currently in very poor condition & breaking up badly after being resurfaced last year. The surface is unfit for purpose and should be replaced urgently. This should be a short term priority & EDC should ensure that a similar quality surface is not used for any other active travel pathways. This footway together with the recently opened A81 Bears way and Roman road upgrade proposal could form an attractive circular route between

Bearsden and Milngavie removing the current necessity to drive between the two communities.

- 1.2 Upgrade of the path from Allander sports centre to Milngavie town centre with a bridge over the Craighdu burn and a crossing into Lennox Park near the railway bridge would prevent dislocation of the new Waitrose site from the town centre.

Provisions of a safe crossing point from the riverside walkway at Balvie road / Clober Road junction would facilitate the use of Clober Road / Craigton road for access to Douglas Academy and Mains estate from East side of Milngavie using existing infrastructure to a large extent.

Please note the B8030 (Woodburn Way) is the main artery to the town centre from the Homebase roundabout, not the much narrower continuation of the A81 (Glasgow road). As the significant residential areas adjoin the B8030 this is the route that any cycle lane extension should follow. Upgrade of this section of the cycle way should be prioritised.

- 1.5 A number of existing guide books suggest the route from Glasgow to the West Highland Way via the river Kelvin. However, at Kelvinbridge and Maryhill road signage and access to the Kelvin is poor. Improvement in this provision would greatly enhance connectivity of leisure routes with Glasgow.

Provision of a "fit for all" pathway between Kelvinbride and Milngavie along the Kelvin and Allander would bring economic advantage to Milngavie.

To provide a circular route within the EDC area the feasibility of extending the footway to Cawder golf club along the North bank of the Kelvin or along the route of the old railway line to Balmore would merit assessment. The route would then link back to Milngavie via Strathblane / John Muir trail.

- 1.11 The designation of Milngavie as an active travel town and provision of infrastructure to support this is to be welcomed. There are however concerns about the potential for decreased amenity for the elderly or infirm by permitting cycling within the existing precinct area. It should be noted there is a play area for very young children in the centre of the precinct and there are often a lot of small children playing around between this area and the river - i.e. around the Allander Way. If there were to be substantially increased cycling, anyone who deviates from walking in a straight line could be at risk. Consultation on this should include Town Centre Steering Group and Milngavie in Bloom (who do a huge amount of work in the precinct).

- 1.12 Improvements to A807 footway should be considered separate to leisure use of circular route, which would be preferable along the river

- 1.13 An alternative to use of old Mugdock road for the circular route is the John Muir way / Dumbrock lock path. The sight lines along old Mugdock road are poor

- 1.14 Use of Milngavie reservoirs could be greatly improved by improving signage from Milngavie town centre and provision of parking / access at the Eastern

boundary of the reservoirs. Lowering of the speed limit to Drumclog & Mugdock Country Park south car parks would make this area more attractive for cycle access to the site, as vehicles frequently travel along this route at high speed.

- 1.18 Partners for the delivery of strategies in Milngavie should include the BID, and the community council – with particular reference to MMM & the emerging CDT.
- 1.19 Reduction of traffic speeds in the urban area is supported. Specific problem areas are considered to be Mugdock road (From roundabout at enterprise centre to top entrance of reservoirs). We would ask that the 20mph limit should extend to all roads within the urban area except A and B roads.
- 1.20 Risk of confusion with multiple route signage. Consistency across EDC please.
- 1.21 The poor quality and maintenance of existing road and path surfaces is at best a considerable impediment to active travel (Whether on foot or by bicycle). Specific examples would be the Craighdu wedge, 1<sup>st</sup> mile of the WHW, Braehead avenue.

Comments on Behavioural changes points are:

- 2.1 Cycling proficiency training is currently only provided within schools at P6. To encourage behavioural change the possibility of extending this to earlier age groups would be desirable, ensuring that young children are equipped with the skills to keep them safe.
- 2.5 Encourage local schools to "Adopt" stretches of local walking routes with the children providing information boards on wildlife / points of interest.
- 2.14 As part of an "Active travel town" promotion of an active travel calendar, with different events and routes throughout the year. A popular suggestion for promotion of off-road routes has been to use a website to make accessing the information as easy as possible.

Produce list of suggested routes for charity walks etc. Build on existing 8 walks around Milngavie that are detailed in the precinct.

- 2.17 Design program of active travel events in partnership with local CCs to maximise the community participation. The developing Milngavie CDT has received a range of commitments from community members willing to dedicate time and effort to community activities. Aligning events in with these desires will maximise the impact that ED can achieve and minimise costs.

- 2.18 Local ramblers group in Milngavie already arrange "Wednesday Walks" on the flat designed for those less able to climb hills and encourage participation in physical activity.
- 2.19 A local "fixit" group in Milngavie has been established as a result of the community consultations on the CDT. Assisting groups such as this would maximise the return on investment made by ED in any new infrastructure.

We hope these comments will be given due consideration when the final strategy is prepared, and would be pleased to continue a dialogue on any points raised here.

Best Regards

***Milngavie Community Council***

October 2015