

A807 Active Travel Corridor Torrance to Milngavie

Concept Design & Consultation Report



Change list

Ver	Date	Description of the change	Reviewed	Approved by
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Table of contents

1	Introduction.....	5
1.1	Background & Work to Date.....	5
2	Concept Design.....	7
2.1	Section 1	8
2.2	Section 2.....	11
2.3	Section 3.....	13
3	Consultation.....	17
3.1	Overview	17
3.2	Methodology	18
3.2.1	Promotion Activities.....	18
3.2.2	Online Consultation Materials	21
3.2.3	Consultation Activities.....	23
3.3	Key Consultation Findings	26
3.3.1	Survey	26
3.3.2	General Comment Slips.....	33
3.3.3	Unstructured Qualitative Feedback	34
3.3.4	Summary of Key Findings	35
4	Finalised Concept Design.....	39
5	Cost Estimation.....	42
6	Summary.....	44
6.1	Conclusion.....	44
6.2	Recommendations	44

1 Introduction

Sweco has been commissioned by East Dunbartonshire Council to provide engineering and transport planning services for the A807 Active Travel Corridor project, (“the project”). The project is to be developed following the RIBA plan of works. The project involves the creation of an active travel link between Milngavie and Torrance roundabout along the A807 corridor.

This report represents ‘Stage 2 – Concept Design’, which involves the identification of constraints along the route, the development of a concept design as well as stakeholder and public consultation.

The A807 is approximately 5 miles in length and connects the A81 in Milngavie to the A803 at Torrance roundabout which leads to Bishopbriggs and Kirkintilloch, as shown on **Figure 1.1**. This corridor is the main link between the eastern and western settlements within East Dunbartonshire and currently offers a low level of service in relation to active travel infrastructure.

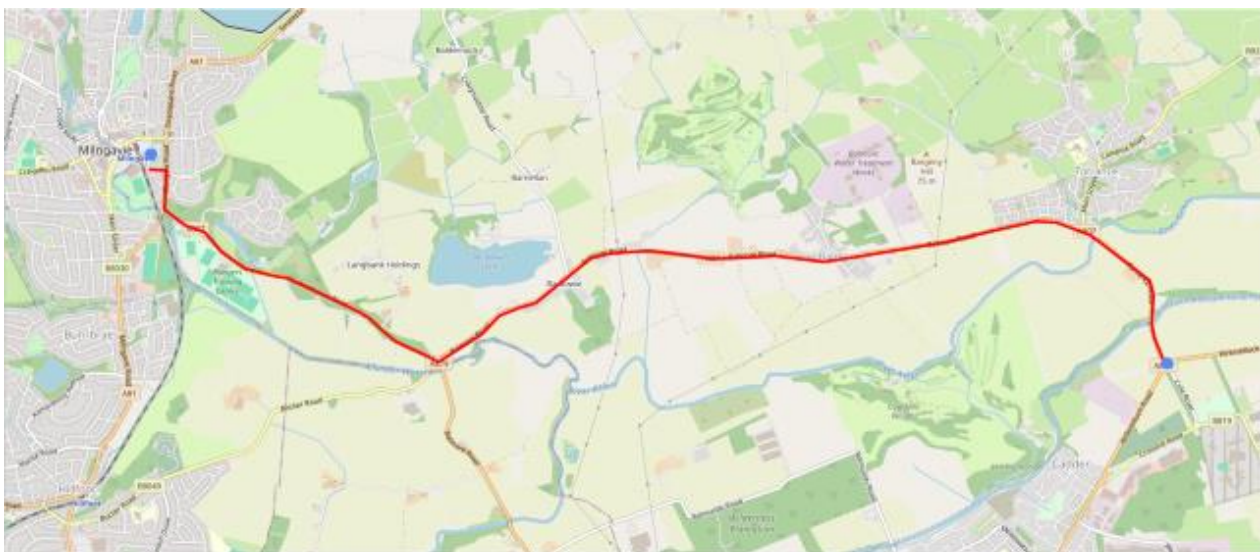


Figure 1.1 – Study area

The overall project objectives are as follows:

- Deliver an improved active travel connection from Torrance to Milngavie on the A807 corridor to as high a standard as possible, providing fairer and safer infrastructure.
- Include provision of safe crossing points on the corridor allowing safer access at key points by removing connectivity barriers.
- Incorporate onwards connections for active travel to Bearsden, Bishopbriggs and beyond.

1.1 Background & Work to Date

In 2022, East Dunbartonshire Council commissioned Sweco to undertake a feasibility study assessing two routes: one along the A807 corridor and one away from the A807 carriageway, along the northern bank of the River Kelvin before meeting the Allander Walkway. Due to constraints in relation to private landownership, the River Kelvin option was deemed to be unfeasible, and the study concentrated on the A807 corridor. A width analysis along the entirety of the A807 study area was conducted to assess the possibilities for improved infrastructure and to highlight constraints.

Following the completion of the feasibility study, Sweco was commissioned to conduct the second and current stage of the project, known as "Stage 2 Concept Design", which sees initial design proposals put forward. This stage has included:

- Procurement of topographical surveys and traffic surveys.
- Further width analysis.
- Identification of affected landowners.
- Preliminary ecological appraisal.
- Development of a concept design in partnership with key departments within East Dunbartonshire Council including Greenspace & Streetscene, Roads Network, and Technical & Engineering.
- Undertaking designer risk assessments to assess potential health and safety risks associated with the proposed concept design.
- Use of the Cycling by Design review tool to determine whether the proposed concept design meets design standards, identifying any aspects of the proposed design that does not, and the reasoning for this.
- Road Safety Audit
- Six consultation events along the A807, a public survey and the publication of an ArcGIS StoryMap to allow members of the public to explore the proposals and provide feedback; and
- Amendments to the concept design following the analysis of feedback given through consultation.

The work outlined above will be detailed further in the following chapters.

2 Concept Design

The proposed active travel corridor will provide a shared-use footway for walkers, wheelers, and cyclists. This will extend from Milngavie Railway Station to Torrance Roundabout, with most of the route located alongside the A807 through Balmore and Bardowie. The section from the A807 to Milngavie Railway Station is proposed to be located alongside the A81 and through Crossveggate.

Along the corridor, the design proposals recommend a speed limit of 30mph. Transport Scotland's Cycling by Design (2021) guidance sets out that 2.5 metres is the absolute minimum width for a shared-use footway with a 0.5 metre buffer between it and the carriageway when a 30mph speed limit is in place. This is considered appropriate where anticipated use is less than 300 cycles per hour peak, in a rural setting and the nature of the route is conducive to safe usage with low levels of potential user conflict. For most of the route, the standard infrastructure proposed is a 2.5-metre-wide shared-use footway with a 0.5-metre-wide buffer to the carriageway, and, where widths allow, this is increased to meet the desirable minimum width of 4 metres. There are, however, some localised sections where a 2.5 metre footway cannot be provided due to physical constraints, such as bridge structures and residential boundary walls. As such, the concept design provides a medium level of service, in accordance with Cycling by Design.

The corridor has been split into three sections for the purposes of deliverability:

- Section 1 - Milngavie Railway Station to Allander Toll Roundabout (2.6km).
- Section 2 - Allander Toll Roundabout to Balmore (Glenorchard Road) (3.0km); and
- Section 3 - Balmore (Glenorchard Road) to Torrance Roundabout (2.9km).

These sections are outlined below (**Figure 2.1**)

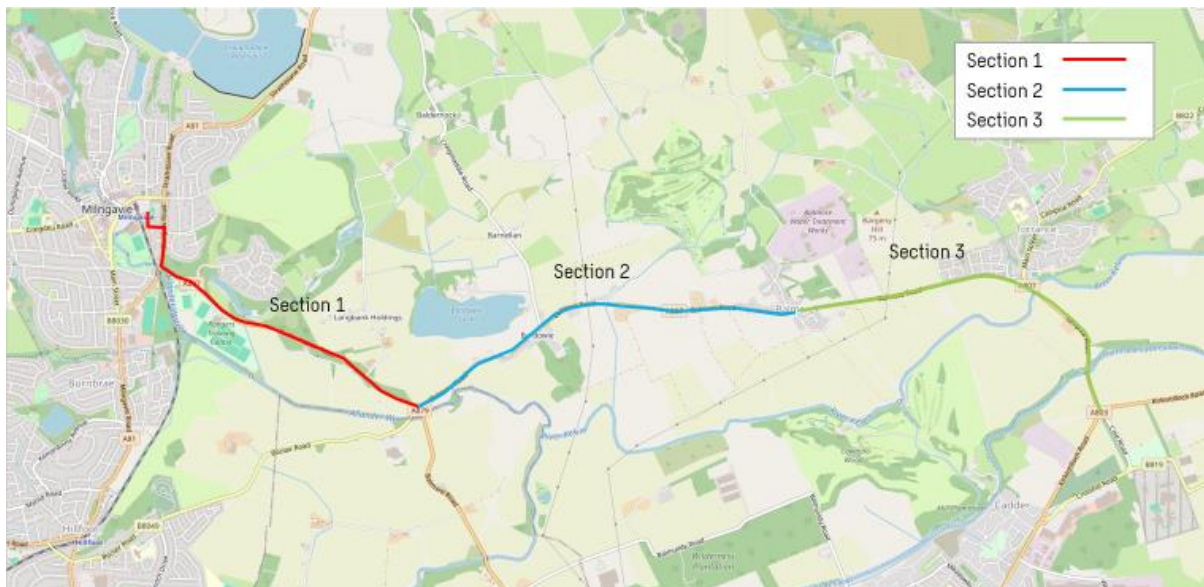


Figure 2.1 – A807 section split.

The design concepts were developed in partnership with key departments within East Dunbartonshire Council including Greenspace & Streetscene, Roads Network, and Technical & Engineering. At the completion of this phase of the project and prior to the public consultation period, a Design Review was conducted by the project team in accordance with Cycling by Design, 2021.

2.1 Section 1

Section 1 will extend from Milngavie Railway Station to Allander Toll Roundabout, as shown in **Figure 2.2**.

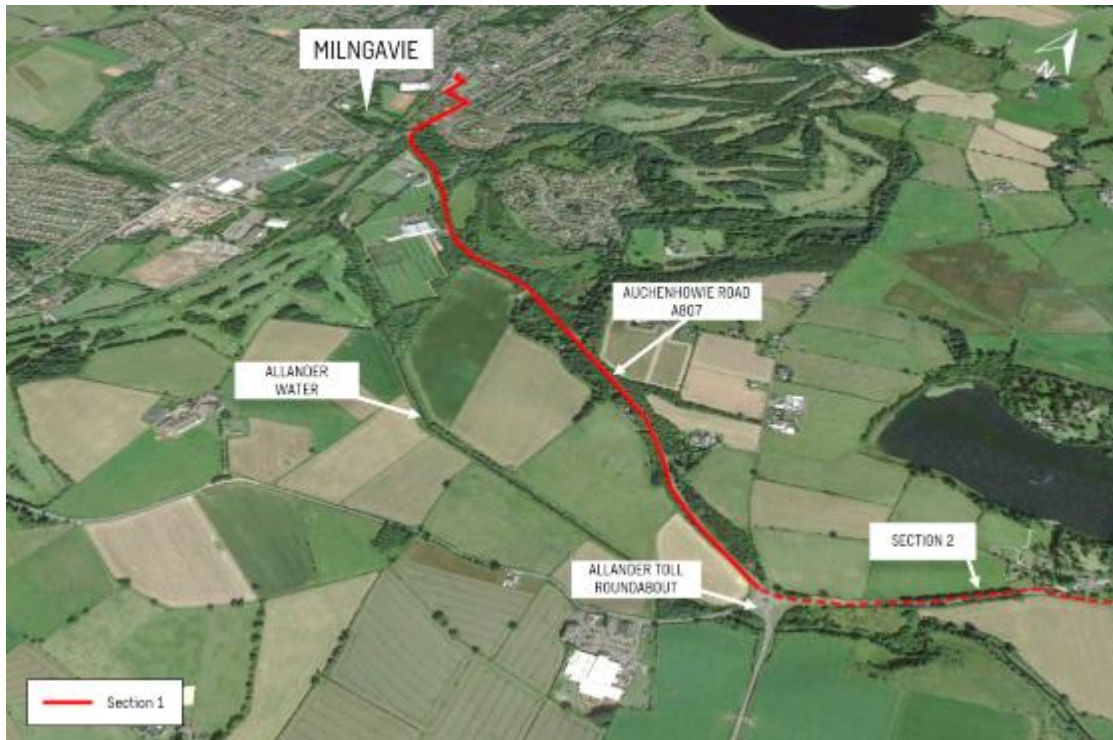


Figure 2.2 – Section 1 extents

The key shown below is to be used in conjunction with the example images of the concept design throughout Chapter 2 – Concept Design (**Figure 2.3**).

Key









Footway resurfacing	
Footway widening	
High friction surfacing buffer	
Tactile paving controlled crossing	
Tactile paving uncontrolled crossing	
Earthworks cut	
Earthworks fill	
Verge	

Figure 2.3 – Concept Design Key

The proposals include sections of quiet street on Crossveggate, west of Glasgow Road in Milngavie (**Figure 2.3**), and shared-use footway on the western side of A81 Glasgow Road (**Figure 2.4**) and the northern side of the A807. On Glasgow Road, the existing carriageway will be utilised to widen the footway. On the A807 Auchenhowie Road, there is both widening out the back of the footway into adjacent forestry and the use of the existing verge that sits between the existing footway and carriageway.

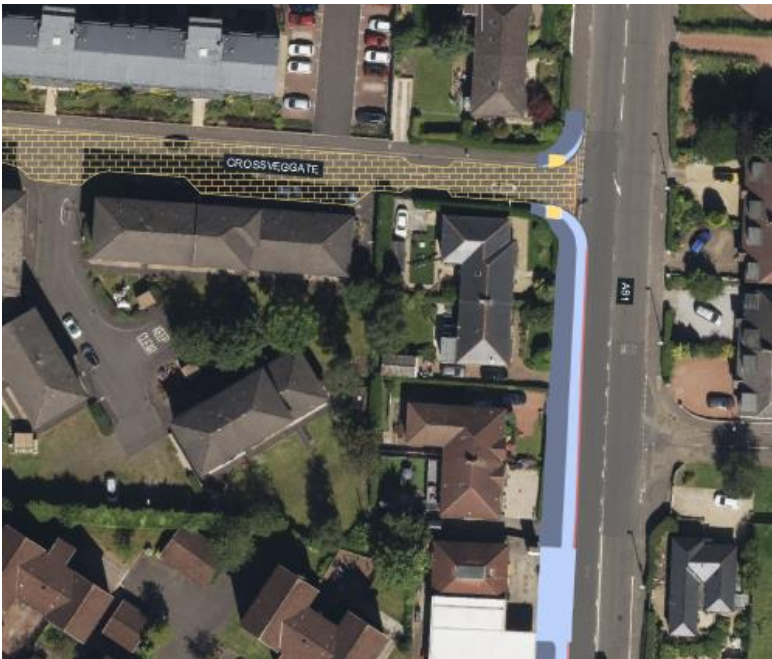


Figure 2.4 – Crossveggate quiet street and A81 Glasgow Road shared-use footway.

The proposals include the upgrade of the controlled crossing point at the A81 / A807 junction to a signalised toucan crossing, providing access across the A81 and connecting two sections of shared-use footway.

The proposals also include several junction improvements along Auchenhowie Road (A807) with reduced bell mouth radii and the introduction of dropped kerbs and tactile paving. This will provide shorter crossing points for walkers, wheelers, and cyclists. Two examples of this are at Finlay Rise and Dowan Road (**Figure 2.5**).

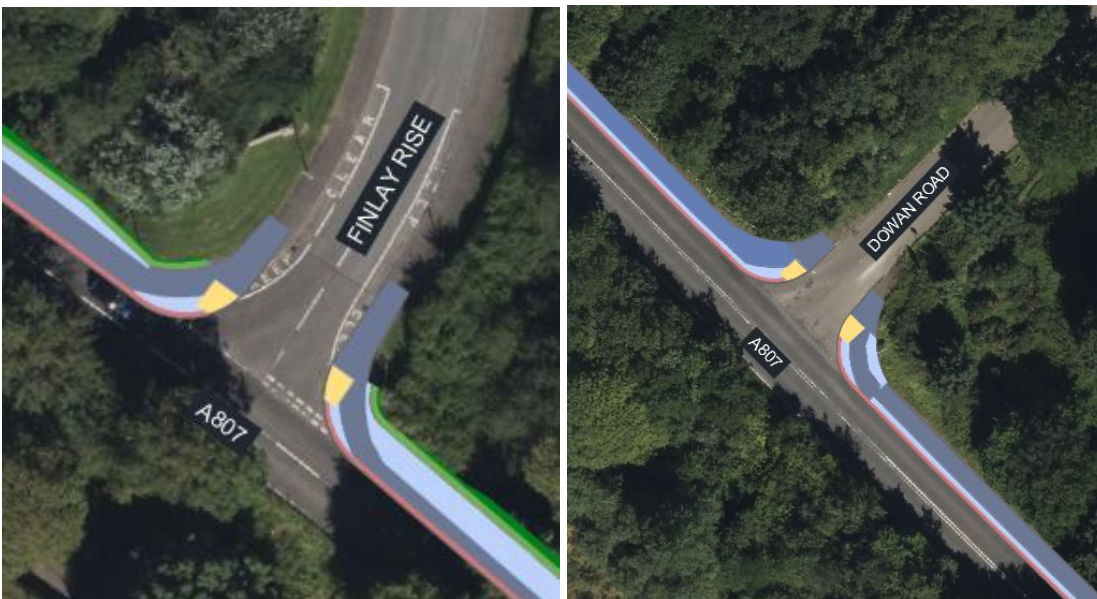


Figure 2.5 – Finlay Rise and Dowan Road junction improvements

There is a 120m long section on the western approach to Allander Toll roundabout that does not meet the minimum standards required within Cycling by Design. This is due to a residential property near the carriageway and the location of a retaining structure (**Figure 2.6**).

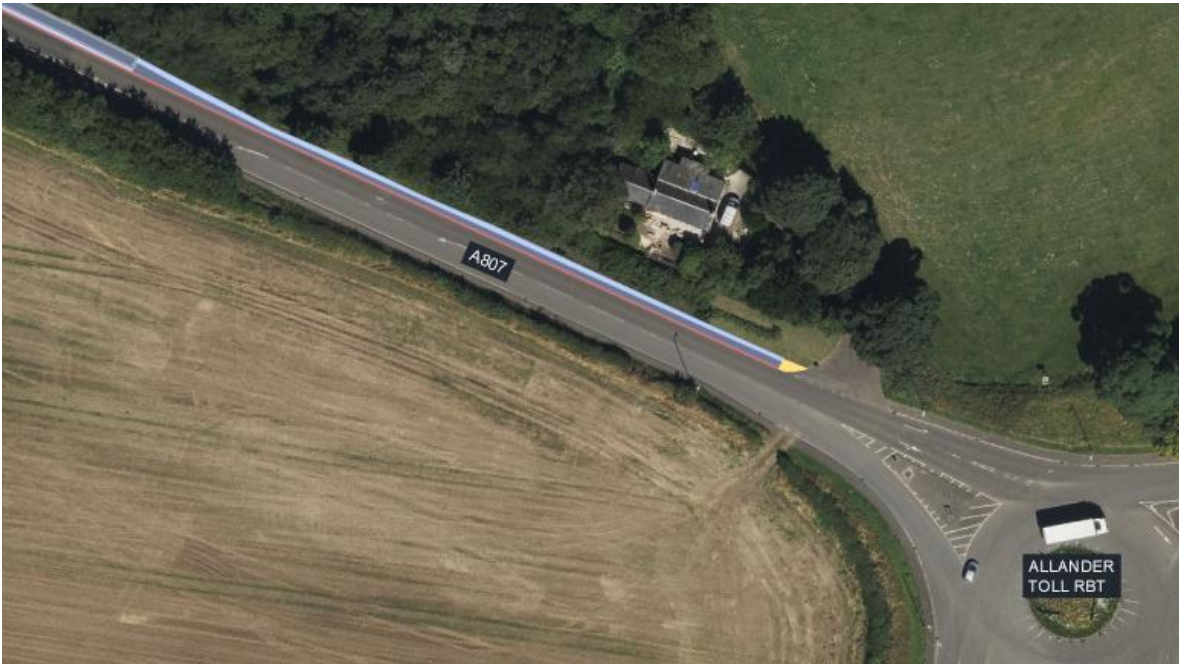


Figure 2.6 – 120m long section sub-standard provision

2.2 Section 2

Section 2 begins at Allander Toll Roundabout and ends at the Glenorchard Road junction on the A807 in Balmore, as shown in **Figure 2.7**.

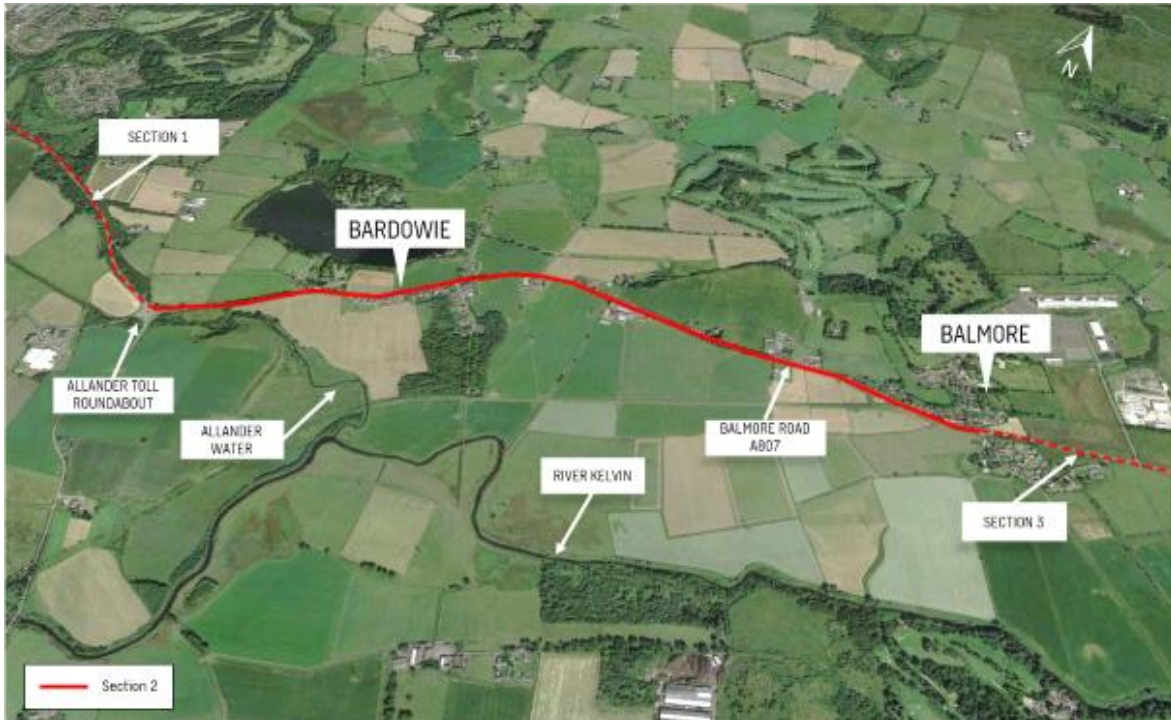


Figure 2.7 – Section 2 extents

Most of the proposed route involves the upgrade of the northern footway on the A807 to shared-use footway. The proposals are dependent on positive engagement with private landowners adjacent to the existing footway along the A807. There is also a short section of off-road path in fields to the south of the A807 between Allander Toll and the western extent of Bardowie (**Figure 2.8**).

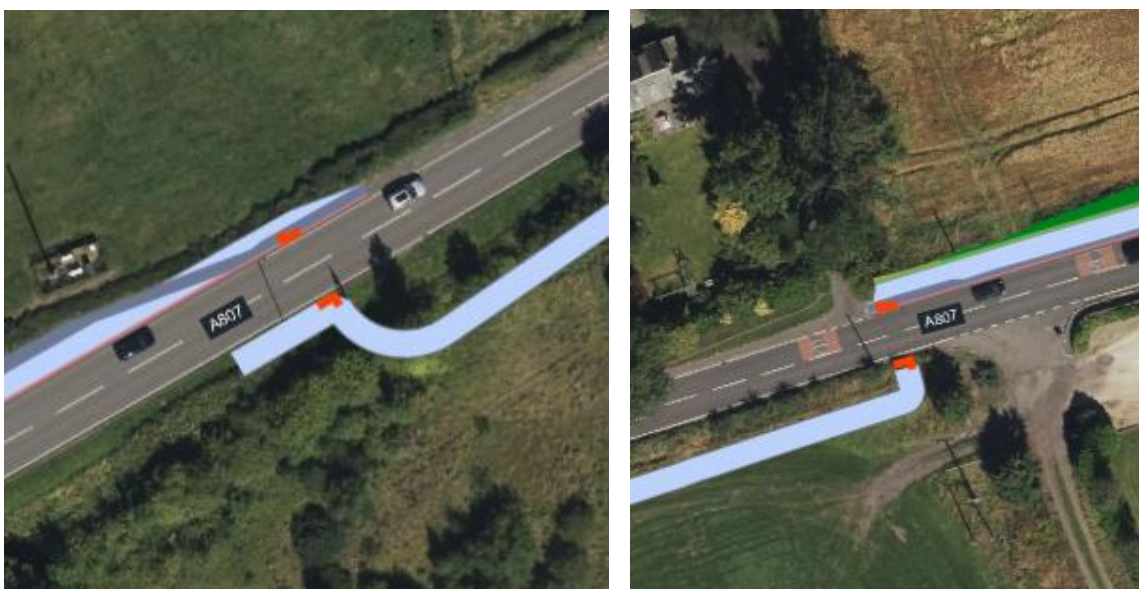


Figure 2.8 – Western (left) and eastern (right) extents of the section of the offline path

Like Section 1, there are a number of junction improvements included in relation to safety and accessibility. There are also three new signalised crossing points proposed at the following locations:

- East of Allander Toll Roundabout on Balmore Road (**Figure 2.8 (left)**).
- Western extent of Bardowie on Balmore Road (**Figure 2.8 (right)**); and
- Craigmaddie Road/Station Road junction on Balmore Road (**Figure 2.9**).

The proposals to utilise the southern side of the A807 will also require engagement with private landowners as this land adjacent to the carriageway is not owned by East Dunbartonshire Council.



Figure 2.9 – Signalised toucan crossing and junction improvements at the east end of Bardowie

2.3 Section 3

Section 3 continues from the Glenorchard Road junction on the A807 in Balmore and ends at Torrance Roundabout, as shown in **Figure 2.10**.

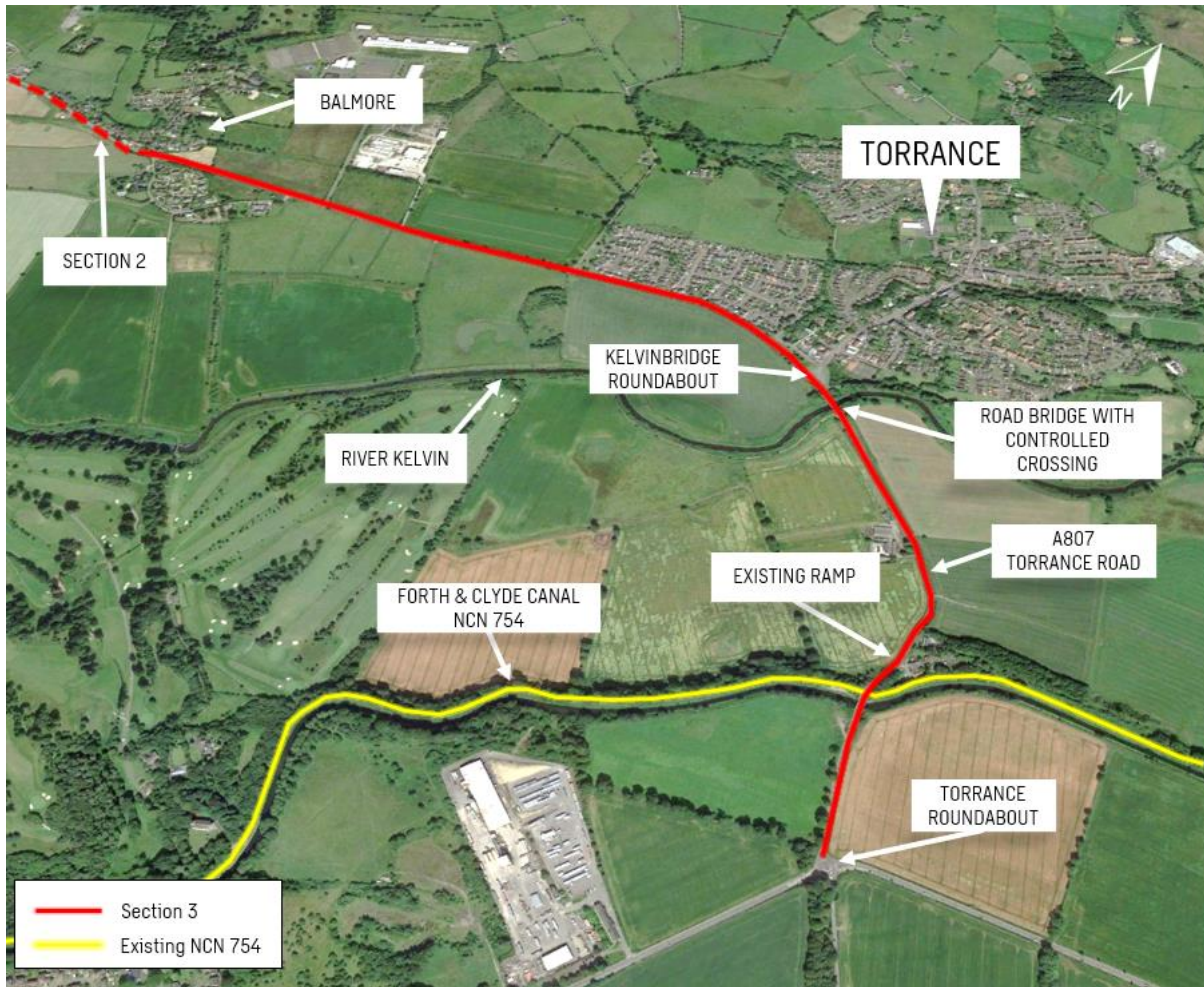


Figure 2.10 – Section 3 extents

The proposals include upgrades to the northern footway on Balmore Road (A807). On Torrance Road (A807) there are sections of footway upgraded to shared-use footway, this switches from western footway to eastern footway on the south side of the Forth and Clyde Canal (**Figure 2.11**).

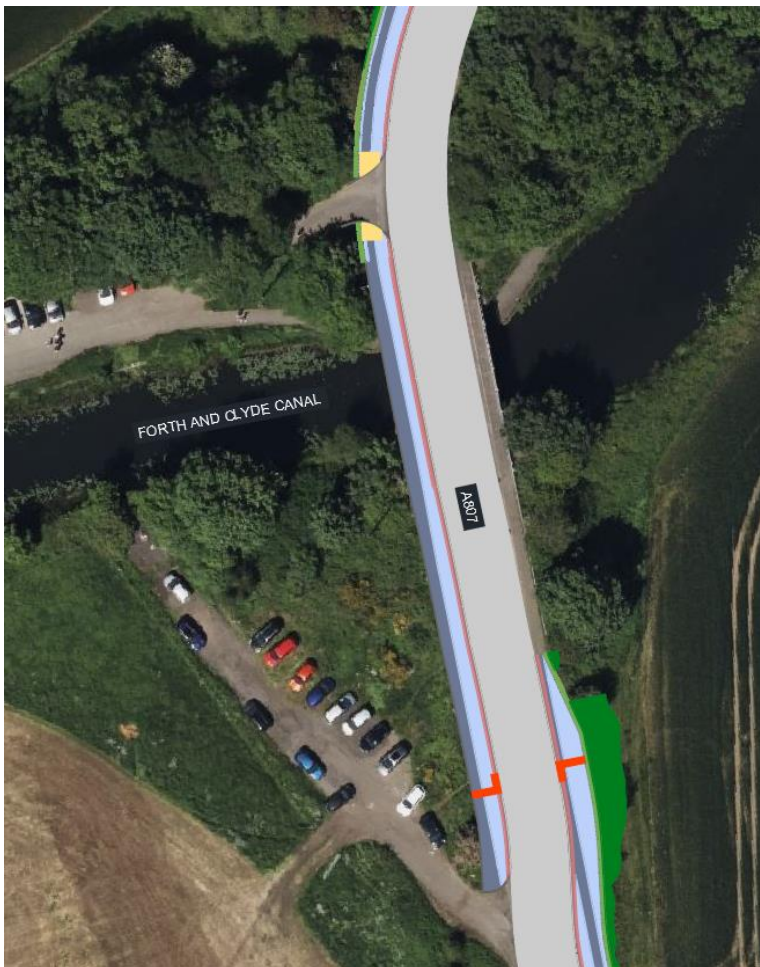


Figure 2.11 – Shared-use footway switching from west to east on A807 via proposed toucan crossing.

There are two sections that do not have proposed upgrades due to width constraints. The first is a 100m long section over the River Kelvin bridge crossing which is restricted to a sub-standard width due to available width between the bridge parapets and the required carriageway width. The second is a 120m long section adjacent to residential and farm properties that have boundary hedgerow/masonry wall which restrict the footway to a sub-standard width. Both areas are shown below in **Figure 2.12**.



Figure 2.12 – Width constraints over River Kelvin bridge crossing (left), and residential and commercial properties (right)

Part of the proposals include one new toucan crossing south of the canal and one upgraded crossing south of the River Kelvin. Like sections 1 and 2, there are several proposed junction improvements in relation to safety and accessibility. One example of this is at Tower Road, which is located at the western end of Torrance (Figure 2.13).



Figure 2.13 – Junction improvements across Tower Road, Torrance

In Torrance, there have been two route options developed for the section along Queens View. Both options were included as part of the consultation. Option 2 is preferred due to the greater safety for shared-use footway users.

Option 1: New shared-use footway on the south side of Queens View and uncontrolled crossing on Main Street south of Queens View (**Figure 2.14**).



Figure 2.14 – Queens View, Torrance, Option 1

Option 2: Widen existing footway on north side of Queens View to provide shared-use facility and introduction of a signalised toucan crossing north of Queens View (**Figure 2.15**).



Figure 2.15 – Queens View, Torrance, Option 2

3 Consultation

3.1 Overview

A four-week consultation period was held between 5th February and 3rd March 2024. The aim of the consultation period was to:

- Maximise awareness and understanding of the project among the public and key stakeholders.
- Secure buy-in from a wide range of stakeholders who will shape the project outcomes.
- Capture the views and suggestions of diverse stakeholder groups on the proposed improvements; and
- Use feedback from consultation to shape the design development process.

A summary of the consultation undertaken can be viewed in **Figure 4.1**.



Figure 4.1 – Summary of Consultation

The methodology and outcomes of the consultation are discussed in more detail below.

3.2 Methodology

This section describes the methodology adopted for the consultation activities undertaken and promotion of these.

3.2.1 Promotion Activities

To raise awareness of the project and consultation period, the following actions were undertaken:

- A press release on East Dunbartonshire Council's website which was picked up by local and regional media outlets.
- Advertising on business forums.
- Social media posts by East Dunbartonshire Council; and
- Distribution of posters.

Further information on each is provided below.

East Dunbartonshire Council Press Release

A press release was made on the Council's website on the first day of the consultation period to raise awareness of the project and consultation period. This is shown below in **Figure 4.2**.

The news release provided an overview of the project background, aims and consultation activities alongside the project email address and Council's Traffic and Transport team phone number for those wishing to discuss any aspect in greater detail, that had questions about the project or required assistance.

Viewers were advised to visit the project webpage for full details and to access the project survey.

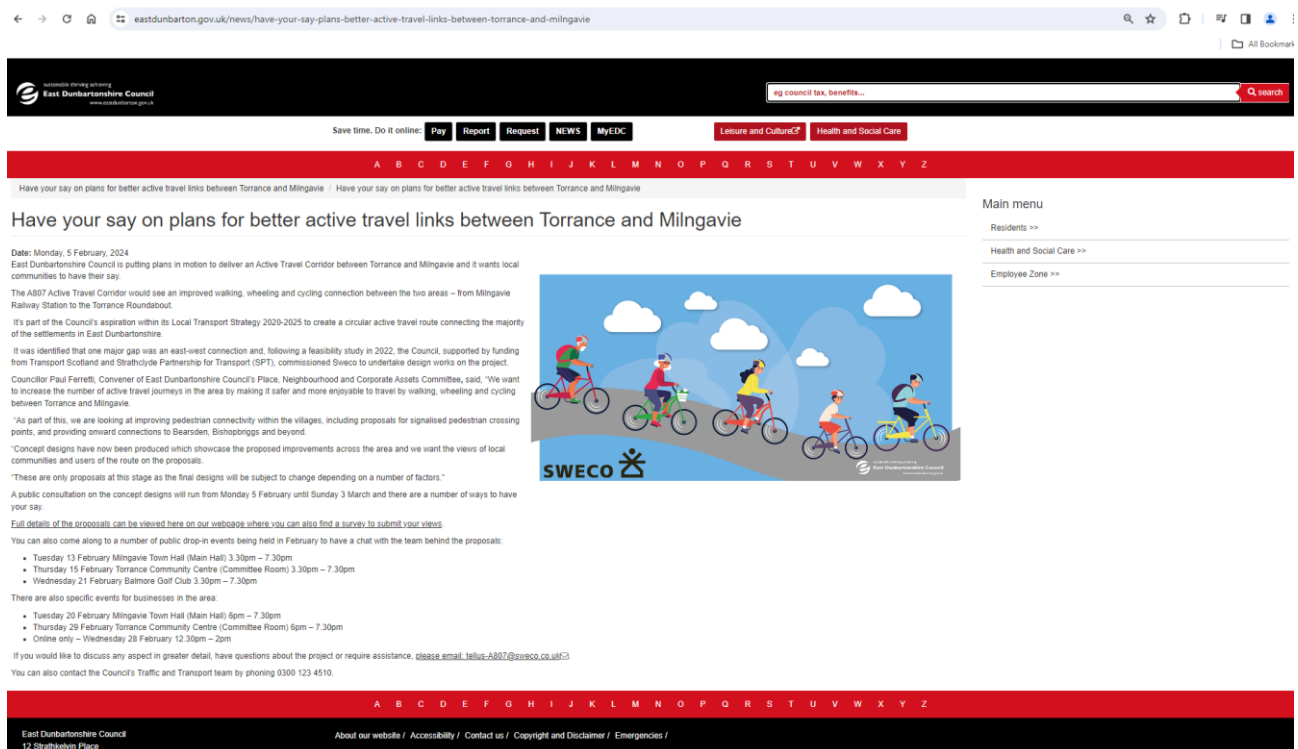


Figure 3.2 – East Dunbartonshire Council press release.

Advertising on Business Forums

To maximise awareness of the project among local businesses, key information about the project and details of the business-specific drop-in events were shared on a number of business forums by East Dunbartonshire Council.

East Dunbartonshire Council Social Media Updates

On Monday 5th February 2024, East Dunbartonshire Council shared a post on its Facebook and X account to mark the launch of the consultation period, which is shown below (Figure 4.3). The Council provided a short introduction to the project and information on how to learn more and provide feedback. This was followed up with six reminder posts throughout the consultation period on Facebook and X (see Figure 4.4). Both Facebook and X posts followed the same schedule. However, due to the character limit on X, there were small differences between the posts.

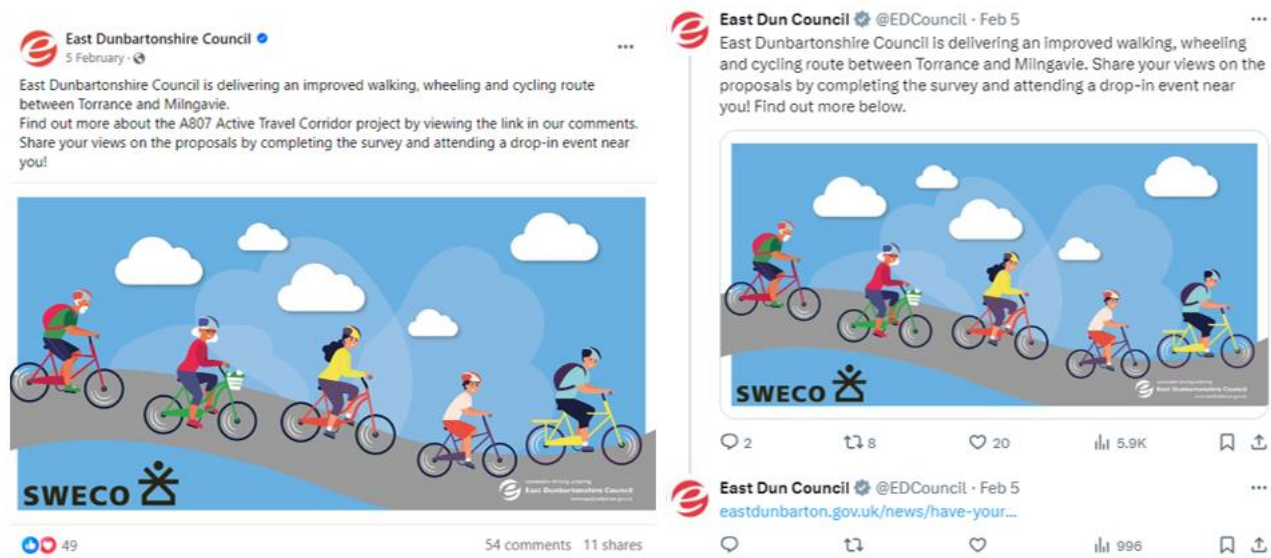


Figure 3.3 – Launch social media post on Facebook (left) and X (right)



Figure 3.4 – Example of reminder social media post on Facebook (left) and X (right)

Poster

A poster was created to display the most important information relating to the project, including a summary of the project, a quick response (QR) code for the project webpage and details for the public drop-in events.

To raise awareness of the project among those who currently use the route and / or may not be active online, five posters were displayed on-street along the corridor at the following locations:

- Milngavie Railway Station.
- Milngavie town centre.
- Station Road junction, Bardowie.
- Glenorchard Road junction, Balmore; and
- Torrance village centre.

Several local businesses and organisations along the corridor were also approached and asked if they would display the poster on their noticeboards and/or window to help raise awareness to those in the community who may not be active online. The businesses and organisations that agreed were:

- Torrance Co-op.
- Torrance Parish Church.
- Torrance Community Centre.
- Balmore Golf Club; and
- Milngavie Town Hall.

The poster distributed is shown in **Figure 4.5**.



Figure 4.5 – Poster for noticeboards and on-street distribution

3.2.2 Online Consultation Materials

Consultation materials were developed to provide detailed information about the project and consultation activities. These were made available to the public when the consultation period went live and have remained available since.

The materials developed were:

- A dedicated project webpage.
- An online StoryMap; and
- A downloadable easy-read summary report.

Further information on each is provided below.

Project Webpage

East Dunbartonshire Council hosted a dedicated webpage on their website, which can be seen in **Figure 4.6**. This webpage provided information on the project background, aims and information on the consultation period and hosted:

- A link to the online survey.
- A link to the project StoryMap.
- A downloadable version of the easy-read summary report; and
- A downloadable version of the project's frequently asked questions, which also appeared in the "Services" section of the Council's website.

In addition to this, the webpage provided the project email address and phone number for the Council's Traffic and Transport team for anyone wishing to discuss any aspect in greater detail, that had questions about the project, or required assistance.

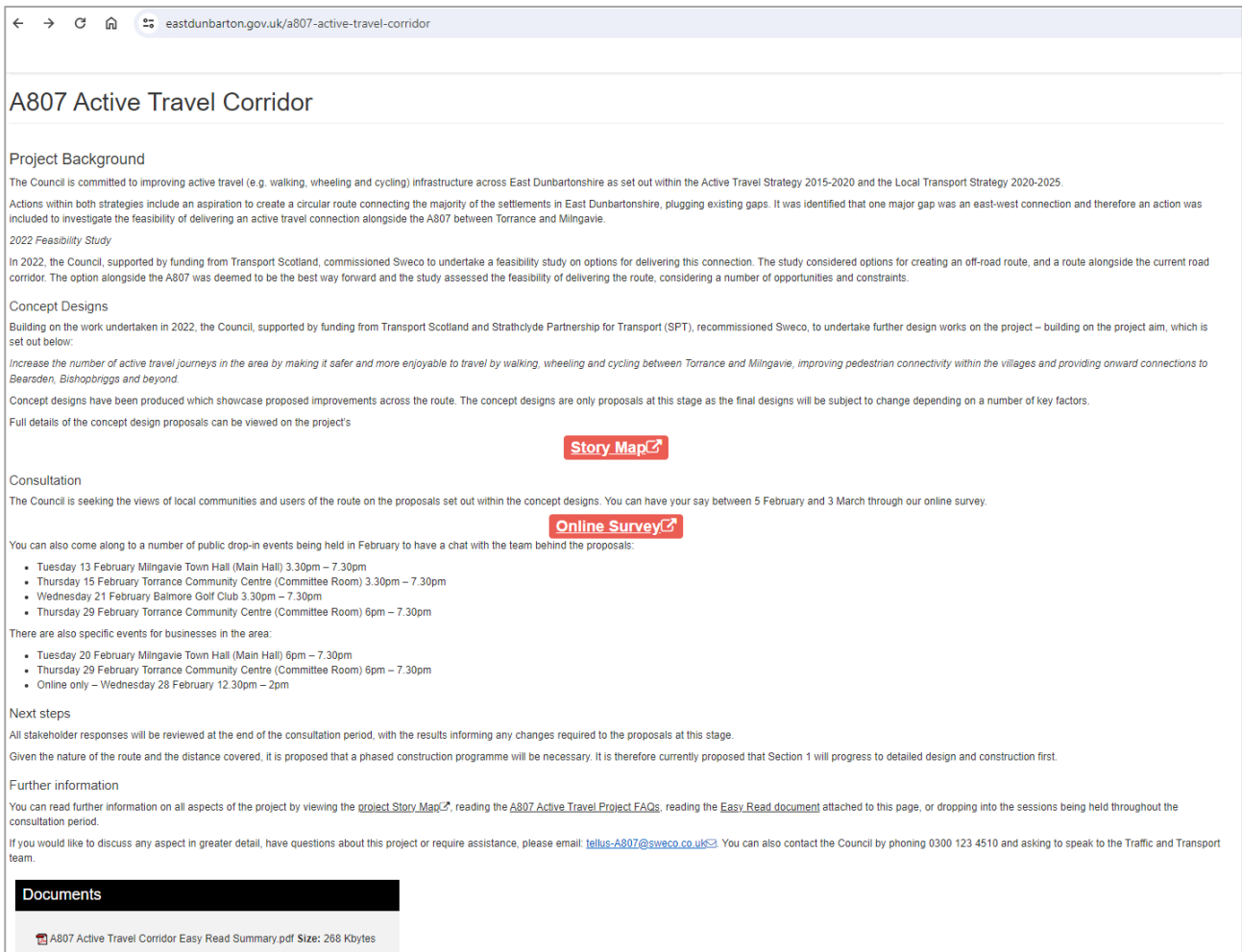


Figure 3.6 – Project Webpage

StoryMap

An online ArcGIS StoryMap ([A807 StoryMap](#)) was published to raise awareness of the project and consultation activities. Specifically, the StoryMap detailed:

- The project’s background and aims.
- The health, community, economic and environmental benefits of active travel.
- The scope of work done to date.
- The proposed improvements for each section of the route alongside an interactive map.
- The purpose of consultation and information on consultation activities, including a link to the online survey; and
- Schedule of next steps, including the closure and review of the consultation period and commencement of the detailed design stage of Section 1.

Over the course of the consultation period, the project StoryMap was viewed 2,276 times. The StoryMap also provided the project email and postal address for anyone wishing to discuss any aspect in greater detail, had questions about the project or required assistance. A glossary of terms was also included to improve the accessibility of the content and alternative text was provided for all visual content to ensure accessibility for any viewers with a visual impairment.

Easy-read Summary Report

An easy-read summary report was produced to provide information about the project and how people could get involved in an accessible format. An easy-read summary report is a document designed to make information accessible to people who may have difficulty understanding standard written language. This could include individuals with learning disabilities, cognitive challenges, or those who are not fluent in the language in which the report is written. The easy-read report had simplified language, a clear structure, supporting images, and larger text and spacing.

The easy-read report was available to download from the project webpage on East Dunbartonshire Council's website.

3.2.3 Consultation Activities

A multi-method approach, using online and in-person activities, was adopted during the consultation period to engage with and encourage feedback from a wide range of stakeholders. The activities used are listed below:

- Online and paper survey responses.
- Online and in-person drop-in events.
- Collection of general comment slips; and
- Seldom heard workshops.

Each activity is discussed in more detail below.

Survey

A survey was created in online and paper formats during the consultation period. The survey asked respondents for:

- Information on their current travel habits.
- Information on perceived barriers to accessing active travel.
- Their level of support for the project and proposed improvements for each section.
- Suggestions or concerns relating to the project and / or proposed improvements for each section; and
- Demographic information, which was optional but included in the survey to support the Equality Impact Assessment (EqIA) process.

The online survey was hosted on East Dunbartonshire Council's Survey123 platform. A link to the online survey was available on the project webpage and StoryMap, and a QR code was available at drop-in events. Respondents wishing to complete a paper survey were advised to request one by emailing or writing to the project team, or to collect one at a drop-in event. For surveys requested by post, A3 sized copies of the design proposals and a visual glossary used at the drop-in events were provided.

Respondents could either post their survey back, email a scanned copy, or hand it in at a drop-in event.

A total of 285 online and 21 paper survey responses were submitted during the consultation period.

Drop-in Events

During the four-week consultation period, six drop-in events took place so the community could meet the project team, find out more about the project and provide their feedback. Three of these were in-person public events and were held in Milngavie Town Hall, Balmore Golf Club and Torrance Community Centre with four members of the project team in attendance. These locations were chosen to minimise travel and make it as convenient as possible for those wishing to attend. Each event was held 15:30 – 19:30 and were spread over week 2 and 3 of the consultation period to accommodate the variance in work and home-life schedules.

During the consultation period, drop-in events were also held exclusively for businesses, taking cognisance of the potential commercial sensitivity relating to business plans and/or concerns in a public forum. One in-

person business event was held in Milngavie Town Hall from 18:00 – 19:30. The location was chosen due to the concentration of businesses nearby and was scheduled for after business hours to maximise attendance. Alongside the storyboards, three members of the project team were present at this event. However, this event received zero attendees.

An online business event was also held via Microsoft Teams Webinar between 12:30 – 14:00 with two members of the project team. This was scheduled so that attendees unable to attend an in-person event could drop-in online during their lunch break. Unfortunately, the business drop-in event also received zero attendees.

The final event, which was originally targeted at businesses, was opened to the public as well due to high attendance at the public events and low levels of engagement from businesses. This was held in Torrance Community Centre 18:00 – 19:30 with three members of the project team present.

The details and approximate number of attendees at each event is summarised in **Table 4.1**.

Table 3.1 – Summary of drop-in events

Date	Event	Time	Location	Project Team	Attendees
Tuesday 13 th February	Public drop-in 1	15:30 – 19:30	Milngavie Town Hall	4	40
Thursday 15 th February	Public drop-in 2	15:30 – 19:30	Torrance Community Centre	4	50
Tuesday 20 th February	In-person business drop-in	18:00 – 19:30	Milngavie Town Hall	3	Nil
Wednesday 21 st February	Public drop-in 3	15:30 – 19:30	Balmore Golf Club	4	50
Wednesday 28 th February	Online business drop-in	12:30 – 14:00	Microsoft Teams Webinar	2	Nil
Thursday 29 th February	Business and public drop-in	18:00 – 19:30	Torrance Community Centre	3	4
Total attendees					144

At all the in-person events, A1 sized storyboards were available for attendees to review the proposals and read through the project background and frequently asked questions. A3 sized versions of these were available on the tables for attendees to refer to while completing the survey.

Paper surveys, general comment slips (see **Figure 4.7**) and paper slips with QR codes to the project website (see **Figure 4.8**) were also available at all in-person events to help capture feedback.

General comment slips were made available at drop-in events to accommodate for those wishing to provide high-level feedback and / or did not have the time to complete the survey. The comment slip asked for respondents' level of support for the overall project and to detail any comments, concerns and / or suggestions they have.

Eight comment slips were completed during the consultation period.

A807 Active Travel Corridor

To what extent do you support the overall project aim and proposed improvements?

Strongly Support	Somewhat Support	Not Sure	Somewhat Against	Strongly Against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your reasoning below and detail any concerns or suggestions you have:
Please be as specific as possible

Figure 4.7 – General comment slip used at in-person drop-in events.

The slips with QR codes were available for those unable to provide feedback at the event and / or wishing to find out more at home.

A807 Active Travel Corridor

Find out more and complete an online survey

Survey closes at 23:59 on Sunday 3rd March




Figure 4.8 – QR slip.

Seldom Heard Workshops

As part of the equality impact assessment process, 22 organisations representing a range of seldom heard groups were contacted to take part in a focus group. An in-person and online workshop was held immediately after the closure of the public consultation period, with two possible times offered for the online workshop so that it was organised at a time that best suited attendees.

The online event was attended by four primary 7 pupils and the head teacher at Torrance Primary School. The in-person event was attended by six primary 5 pupils and the head teacher at Milngavie Primary School.

A list of the organisations contacted are listed below:

- Kelvinside Academy Green Forest Nursery
- Milngavie Primary School
- Milngavie Manor Care Home
- Douglas Academy
- The Glasgow Academy Milngavie
- Cairns Church
- Baldernock Primary School
- Allander/Kelvinbank Resource Centre
- Cornerstone
- Independent Advocacy in East Dunbartonshire
- Deafblind Scotland Learning and Development Centre
- Torrance Parish Church
- Torrance Primary School
- Delight Supported Living
- Opal East Dunbartonshire
- East Dunbartonshire Voluntary Action
- Apna Ghar Women's Project
- Scottish Women's Institute
- East Dunbartonshire Women's Aid SCIO
- LGBT Youth
- East Dunbartonshire Visually Impaired People's Forum
- East Dunbartonshire Association for Mental Health

3.3 Key Consultation Findings

3.3.1 Survey

A total of 306 surveys were submitted, 285 of which were online and the remaining 21 were paper. The key findings from the survey are presented below.

Current Travel

Respondents were asked what their main modes of travel in the area were, selecting all that applied. As shown in **Figure 4.9**, travelling by car or van is the most common mode of transport for the 301 respondents who answered, with 86% driving and 32% riding as a passenger, followed by walking / wheeling at 38% and cycling at 15%. The results suggest that respondents to the survey are still heavily reliant on car / van travel but given the relatively high percentages of walking/wheeling and cycling, are also open to using more active modes.

Please note that percentages exceed 100% as respondents could select more than one mode of travel.

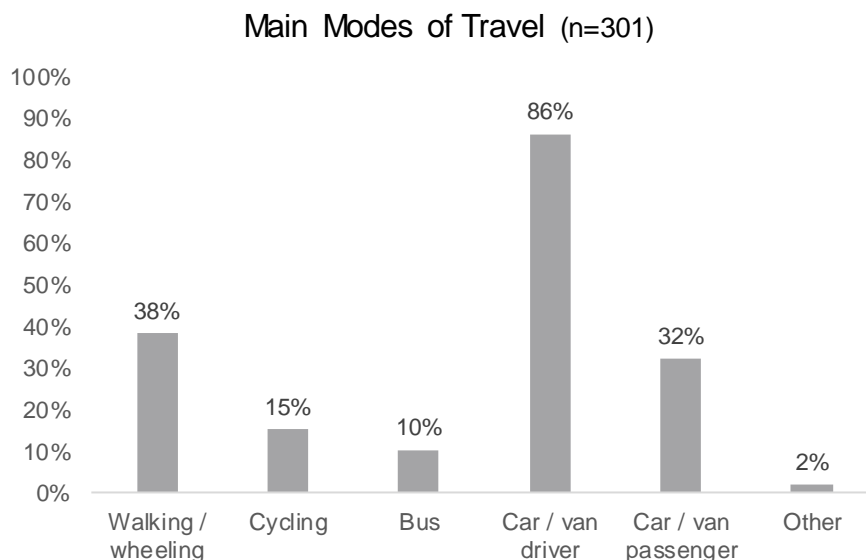


Figure 4.9 – Main Mode(s) of Travel

Barriers to Active Travel

Respondents were asked what barriers they faced accessing active travel as a mode of transport, selecting all that applied and 90% of respondents reported at least one barrier.

Please note that percentages exceed 100% as respondents could select more than one barrier.

Walking & Wheeling Barriers (n=286)

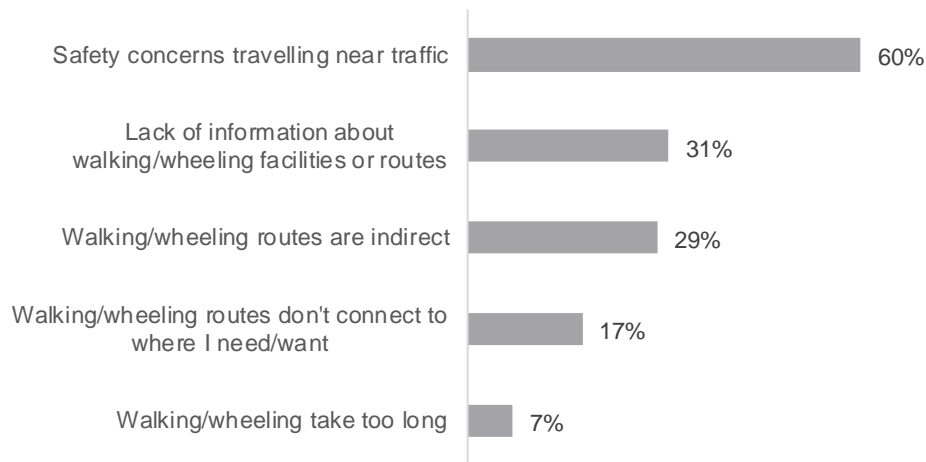


Figure 4.10 – Walking & Wheeling Barriers

Figure 4.10 shows the main barriers to walking and wheeling, as can be viewed the greatest barrier was safety concerns travelling near traffic (60% of respondents).

The greatest barrier to cycling was safety concerns when cycling on road / near traffic (53% of respondents) as highlighted on **Figure 4.11**.

Please note that percentages exceed 100% as respondents could select more than one barrier.

Cycling Barriers (n=286)

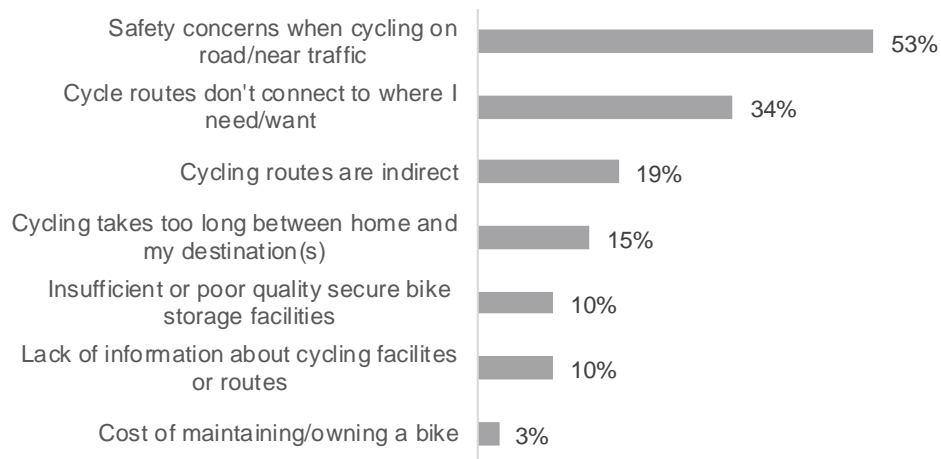


Figure 4.11 – Cycling Barriers

Level of Support for Project Aims

Respondents were asked to indicate the level of support they hold for the overall project aim on a five-point scale from Strongly Support to Strongly Against. The results for 301 respondents that answered, are presented in **Figure 4.12**, which highlighted that the majority of respondents were supportive, with 54% selecting “strongly support” and a further 12% selecting somewhat support.

The aim of the project is to increase the number of active travel journeys in the area by making it safer and more enjoyable to travel by walking, wheeling and cycling between Torrance and Milngavie, improving pedestrian connectivity within the villages and providing onward connections to Bearsden, Bishopbriggs and beyond.

Support for Project Aims (n=301)

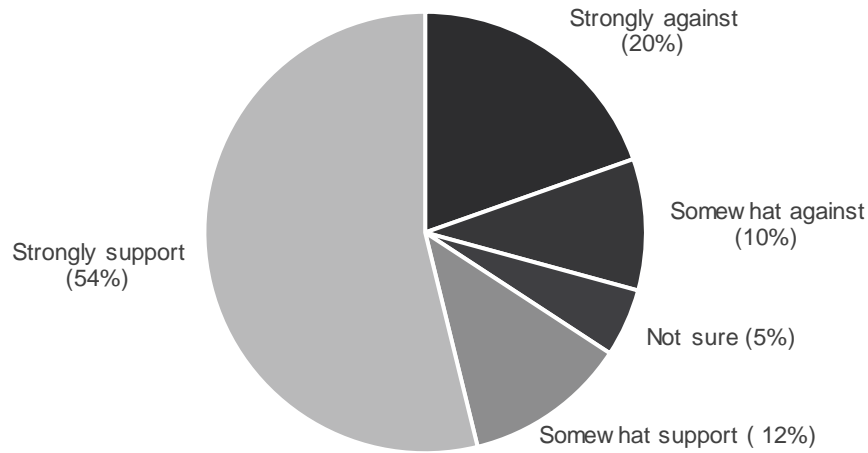


Figure 4.12 – Level of Support for Overall Project Aims

Respondents were asked to provide the reasoning for their level of support they indicated for the project aims. The most reoccurring reasons for supporting and opposing the project are listed below.

Supportive Reasoning

- The desire for improved active travel infrastructure to encourage cycling and walking.
- The idea that active travel can improve community health, reduce environmental impact, and enhance social interaction.
- The desire for a comprehensive and well-maintained active travel route that does not end abruptly or become unusable due to neglect.
- Current safety concerns for cyclists and pedestrians due to high vehicle speeds and dangerous driving.

Opposing Reasoning

- The need for better public transport options as an alternative to active travel and recognition that not everyone is able to actively travel and that investment in public transport might be more equitable.
- The belief that the proposed route may not be used enough to justify the expense and that funds could be better allocated to road maintenance, school refurbishment, and other community needs.
- The potential for increased traffic congestion due to reduced speed limits and traffic calming measures, and that rural communities need to maintain higher speed limits for practical commuting purposes.
- Concerns about the impact of construction and maintenance on local residents and the environment.
- The concern that the proposed route will benefit only a small minority of cyclists while negatively impacting the majority of residents who rely on cars for commuting.

Level of Support for Proposed Improvements

All respondents were asked to indicate the level of support they hold for the proposed improvements along Section 1, 2 and 3 of the route. Respondents were to answer using a five-point scale from “Strongly Support”

to “Strongly Against”. The level of support indicated by 306 respondents for each section is presented in **Figure 4.13**.

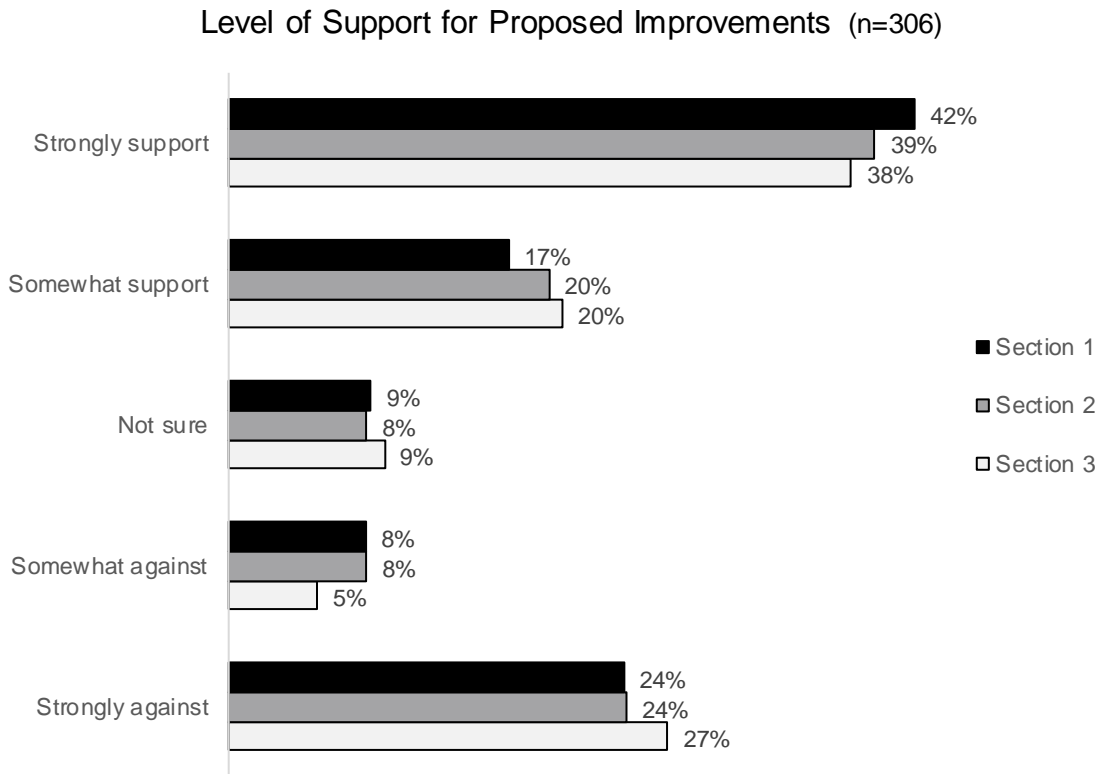


Figure 4.13 – Level of Support for Proposed Improvements on Section 1, 2 and 3

Support for the proposed improvements at each route section ranges between 58% - 59% while 32% of respondents were against proposals. Between 8%-9% of respondents were ‘not sure’ about proposed improvements for each individual section. Variations between strongly support and somewhat support, and somewhat against and strongly against can be viewed on **Figure 4.13**.

Qualitative Feedback

Respondents were asked to provide the reasoning for their level of support for proposed improvements at each section, detailing any concerns and / or suggestions that they had.

The feedback received has been categorised into “positive”, “negative” and “design suggestions”. The key themes identified for each category are presented in **Table 4.1 – Table 4.3**, respectively, with additional information on each.

It should be noted that despite the majority of respondents being supportive of the proposals at each section, qualitative feedback was predominantly provided by those opposing proposals, having concerns and / or suggestions. In addition to the skewed ratio of those providing qualitative feedback, supportive comments were more congruent in nature, resulting in a lower number of themes arising.

Table 4.1 – Key Positive Themes

Theme	Additional Detail
<i>Improves safety for walkers, wheelers and cyclists</i>	Many respondents are in favour of measures that would increase safety for walkers, wheelers and cyclists, which is seen to increase the accessibility of active travel as a mode of transport in the area.
<i>The project supports an active travel modal shift</i>	There is strong support for enhancing infrastructure that encourages active travel, such as cycling and walking. Respondents appreciate efforts to make routes safer and more accessible, which could lead to a reduction in car usage and promote healthier lifestyles.
<i>In favour of reduced speed limits</i>	There is support for reduced speed limits along the corridor to improve safety.
<i>Improves community connectivity and will have economic benefits</i>	Some feedback suggests that improved paths could make local areas more pleasant to live in, potentially increase foot traffic to local businesses, and provide safer routes for children and families.

Table 4.2 – Key Negative Themes

Theme	Additional Detail
<i>Waste of money</i>	There are opinions that the funds for the proposed project could be better spent on maintaining and improving existing amenities or on other local authority responsibilities, with some labelling the project as a "waste of time and money."
<i>Negatively impacts the environment</i>	There is concern about the loss of greenspace and impact on wildlife. The felling of any trees and hedges is opposed and there were some specific concerns about bird species, such as greylag geese. Additionally, any impact of increased water runoff due to a reduction in vegetation was highlighted.
<i>Construction-related disruption</i>	Residents are concerned that the construction of the route will cause significant disruption, leading to increased traffic congestion, longer travel times, and potential safety hazards. They fear that the works will negatively impact local businesses, exacerbate existing traffic issues, and create inconvenience for the community.
<i>Too many carriageway crossings</i>	The constant crossing of the carriageway is seen as a poor solution for cycling, and there is a preference for a continuous, uninterrupted route and, where crossings are necessary, that they prioritise active travel users. There is also a worry that the introduction of multiple signalised crossings will lead to increased traffic congestion, which may lead to drivers seeking alternative routes. The concern is that these crossings will cause frequent stops for vehicles, leading to build-ups of traffic, especially during busy times. Some respondents prefer alternative solutions to signalised crossings, such as parallel crossings (zebra crossings with a parallel priority cycleway), which they believe would be better for the flow of both car traffic and pedestrian/cycle traffic. Others suggest the use of traffic islands to help people cross while still allowing traffic to flow.
<i>Concerns about maintenance of route</i>	Concerns are raised about the maintenance of existing paths, with some sections becoming overgrown, and the need for improvements such as lighting. Maintenance of the route is highlighted as a critical factor, with references to other schemes like Bears Way where some suggested maintenance has been inadequate.
<i>Concerned about interaction between</i>	The concept of shared footways for cyclists and pedestrians is met with some criticism, with suggestions that dedicated cycle tracks and pedestrian

Theme	Additional Detail
<i>walkers/wheelers and cyclists on shared use footway</i>	footways would be a better solution to avoid conflicts between users traveling at different speeds. This concern was exacerbated by the presence of pinch-points where the desired 2.5m footway could not be delivered.
<i>Against or have safety concerns about the route being next to the road</i>	Questions are raised about whether the footway will be wide enough to keep users safely away from vehicular traffic. The proximity of the route to the carriageway raises concerns about the attractiveness of its use, and health impacts of pollution from passing vehicles. There is also fear that this proximity could lead to accidents. There are suggestions for off-road routes (detailed in the Specific Design Suggestions / Concerns below).
<i>Reduced speed limits increase journey times and displace vehicles to other quiet roads</i>	There is support for reduced speed limits along the corridor to improve safety. However, there is scepticism about whether drivers will adhere to the new limit and suggestions for more active measures, such as speed cameras, to enforce it are required. On the contrary, the reduced speed limits are viewed negatively as they potentially increase traffic journey times. There is also concern about the impact on other roads, as drivers may seek alternative routes to avoid slower journey times on the main road.

Table 4.3 – Design Suggestions

Suggestion	Additional Detail
<i>Preference for an offline route</i>	Several suggestions were related to a preference for an offline route which avoids the A807. Routes suggestions and connections are summarised below: <ul style="list-style-type: none"> Allander Walkway is viewed by some as a valuable existing asset that could be enhanced to better serve the needs of pedestrians and cyclists. There is a call for investment in its maintenance and expansion to improve connectivity and encourage active travel in a natural setting. The Old Kelvin Valley Railway track that connected Bardowie, Balmore and Torrance should be utilised. The River Kelvin Walkway could be used, in addition the Cadder to Balmore Pathway which already provides an existing link to Balmore.
<i>Increase priority and make it safer for active travel users crossing priority junctions</i>	Traffic calming measures such as raised tables or a continuous footways have been suggested at Finlay Rise and similar junctions, especially those that are very lightly trafficked, i.e. farm access roads. This suggestion would serve to reduce traffic speed and reinforce the presence and priority of walkers, wheelers and cyclists, thereby increasing safety. If the design does not prioritise users (particularly cyclists) at crossings then people must stop at every junction, it could discourage use.
<i>Continue route further than Torrance Roundabout</i>	There is a desire for the route to continue beyond Torrance Roundabout; the current design ends abruptly “in the middle of nowhere.” The need for the route to be accessible and to connect effectively to other local destinations, such as Kirkintilloch and Bishopbriggs, is mentioned.
<i>Connection to Bears Way and Dobbies Garden Centre</i>	There is a desire to see the proposed route connect with Bears Way to provide a connected travel corridor linking towns and villages along the A807 with Milngavie and onward to Bearsden and Glasgow.

Suggestion	Additional Detail
	There is a desire for a connection from Allander Toll Roundabout to Dobbies Garden Centre and associated businesses.

Option at Queens View

Respondents were asked to indicate their level of support for the delivery of Option 1 and Option 2 at Queens View in Section 3. 293 respondents answered and 24% indicated that they would support the delivery of either option. However, 4% more of respondents preferred Option 2 over Option 1. 32% said they would not support the delivery of either option (see **Figure 4.14**).

Level of Support for Option 1 and 2 at Queens View (n=293)

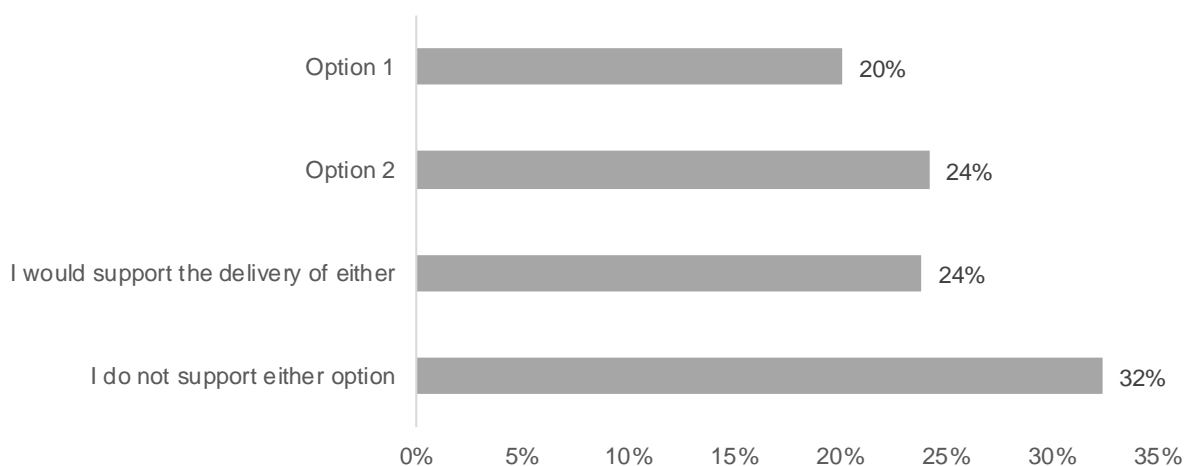


Figure 4.14 – Level of support for Option 1 and 2 at Queens View

Of the 20% preferring the delivery of Option 1, the main reasons for this were because it was more direct, involved less invasive construction and was anticipated to have the least impact on traffic. Option 2 was preferred by 24% due to the higher level of safety offered by the signalised crossing and the increased distance of the crossing point from the roundabout. However, there were concerns raised about the presence of parked cars on this route and the loss of greenspace.

Some respondents suggested combining elements of both options, namely using the route of Option 1 but the location of the crossing point in Option 2.

Those not indicating support for either option did so as they felt neither option offered sufficient safety for active travel users; both options would have a negative impact on traffic; and / or they did not support the project as a whole.

3.3.2 General Comment Slips

All respondents were asked to indicate the level of support they hold for the overall project aim and proposed interventions on a five-point scale from “Strongly Support” to “Strongly Against”. A total of eight comment slips were submitted during the consultation period.

Four responses indicated strong support for the project and four responses indicated strong opposition to the project. However, other than one respondent reiterating they “support the scheme”, all feedback provided were either concerns, suggestions or reasons for opposition.

Of those supportive of the project, the key concerns highlighted by respondents related to:

- High number of crossing points being inconvenient.
- Presence of high-speed traffic, making the route unsafe.
- The potential impact of weather on usability and uncertainty of seasonal maintenance; and
- Footway parking at Queens View reducing the available width of the shared-used footway.

The suggestions highlighted by respondents were to:

- Replace any greenspace lost as a result of the project.
- Provide additional lighting along the route; and
- Provide litter points.

Of those opposed to the project, the key reasons for this were due to:

- The number of proposed crossing points and its impact on all users' journeys.
- The anticipated level of disruption caused by construction; and
- The anticipated user conflict between pedestrians and cyclists.

One respondent who opposed to the project believed the existing infrastructure was suitable and two respondents suggested that active travel improvements should be made elsewhere in the council area instead. Locations identified for improvements were:

- Allander path to Dobbies Garden Centre; and
- Campsie Road.

3.3.3 Unstructured Qualitative Feedback

Verbal Feedback at Drop-in Events

During the consultation, conversations with the public were generally very positive with the majority of attendees welcoming the improvements and supporting the project, stating that the current provision of active travel infrastructure was unsafe and unattractive for users. Common comments on the project were:

- There is a desire for an off-road route.
- There is support for the 30mph speed limit but that it will require policing.
- The introduction of additional traffic calming measures would be welcome, for example on Craigmaddie Road.
- Sharing a space with cyclists raises safety concerns as they can travel at high-speeds and do not always use their bell to warn pedestrians of their presence.
- There is concern over the impact the construction of the proposals will have on drivers.
- There is flooding along the route that should be investigated; and
- There is scope to improve active travel infrastructure within the settlements that route connects.

Emails

During the consultation period, the project team received six emails. Four out of the six emails highlighted some level of support for improvements to the active travel infrastructure, where it was recognised that the current standard of provision is not adequate, and the proposals will improve the safety and accessibility of active travel in the area, particularly through the increased width and reduced speed limit. However, five emails highlighted a series of concerns. These are presented below:

- Sharing a space with cyclists raises safety concerns and there is a preference for cyclists to have a segregated cycle lane.
- There is concern over the impact that the width constraints will have on the usability and accessibility of the route for active travel users.
- Vehicle parking at Crossveggate may increase potential user conflict between all road users.

- The available width of the carriageway is unsuitable for HGVs, which makes it unsafe for all road users; and
- The reduced speed limit and pedestrian crossings may cause congestion and result in displacement of traffic onto back roads, which are currently well-used by active travellers.

Suggestions within the email responses included:

- Increase traffic calming measures, for example raised tables and 20mph speed limits in heavily populated areas.
- Increase the priority of active travel users at junctions, for example through the timings at signalised crossings.
- Extend the route of proposed improvements, namely along Boclair Road to Dobbies Garden Centre to Bishopbriggs; and
- Replace any loss of green space resulting from the project.

3.3.4 Summary of Key Findings

During the consultation period, the community could feed back through online and paper surveys, paper comment slips, email and/or verbally at drop-in events.

The majority of those who engaged support the project aims (66%), and the proposed improvements at each section gathered support ranging from 58% - 59%. Positive feedback was congruent in nature where respondents support the increased safety and accessibility offered through the interventions, and the project’s potential to support a modal shift away from private car use. Respondents also highlighted that the project would improve community connectivity and offer economic benefits.

Qualitative feedback was predominantly provided by those opposing proposals, expressing concerns and / or suggestions. Responses were reviewed and the key concerns and suggestions identified are presented in **Table 4.4** alongside the project team’s response.

Of the two options presented at Queens View, Option 2 was preferred by 4%. However, 24% of respondents would support the delivery of either option.

Table 3.4 – Responses to Key Concerns and Suggestions

You Said	Our Response
You think the project is a waste of money.	It is expected that the Council will apply for external funding to deliver this project. The Scottish Government currently has record levels of active travel funding available which is dedicated for investment in walking, wheeling and cycling infrastructure. This money can therefore not be spent on other public services the Council may be responsible for. This funding will be available to all local authorities across Scotland and therefore the Council will endeavour to access these funds to deliver the A807 Active Travel Corridor project.

<p>You think the project will negatively impact wildlife and the environment.</p>	<p>We take concerns about the environment and wildlife seriously. Environmental studies and impact assessments are integral components of the design process and delivery of an infrastructure project such as the A807 Active Travel Corridor. To date, a Preliminary Ecological Appraisal has been conducted to assess the ecological impact of the project. The outcomes of this, including the identification of further surveys required, will help minimise disruption and reduce the likelihood of potential adverse impacts on the environment and wildlife. In addition to this, the project will look to restore and improve the surrounding environment.</p>
<p>You are worried about the impact of construction-related disruption.</p>	<p>We understand residents' concerns about the potential disruption resulting from the project's construction. Whilst we acknowledge that there will be some disruption, a comprehensive traffic management plan will be implemented to minimise congestion and the impact on residents as much as possible. Information on any planned traffic management will be publicised by the Council online, in local media and through advance warning signage on-street.</p>
<p>You think the route crosses the carriageway too many times / there are too many crossings points.</p>	<p>The project team will look to minimise crossing points across the A807 where possible as the design is developed further. However, the current proposals for the project aim to maximise the use of existing infrastructure as much as possible. While this requires some additional crossing points, it also reduces the potential for further loss of existing greenspace and further use of private land not within the existing road corridor.</p>
<p>You are concerned about the maintenance of the route.</p>	<p>We recognise the importance of maintaining active travel infrastructure and maintenance of the proposed shared-used footway will be planned in line with the Council's Road Asset Management Plan.</p>
<p>You are concerned about interaction between walkers / wheelers and cyclists on shared-use footway.</p>	<p>Our aim is to provide a safe and accessible route for all users. While we acknowledge the desire for segregated infrastructure, unfortunately width constraints along the route make this unfeasible. However, the vast majority of the route does meet the minimum standards set within Cycling by Design for a cycling facility shared with pedestrians, with the aim to provide comfort and safety for all users. In constrained areas, clear signage and thoughtful design will be used to manage the flow and minimise user conflict as much as possible.</p>
<p>You are worried about reduced speed limits, compliance, and displacement of vehicles to other roads.</p>	<p>We acknowledge the mixed feelings about reduced speed limits. However, safety of all road users, especially those most vulnerable including pedestrians and people on bikes, has to be of utmost importance when delivering changes to the road network. Scotland's National Transport Strategy 2 sets out a sustainable travel hierarchy which prioritises walking, wheeling and cycling journeys and this project will help improve safety for people making journeys in this way</p>

	<p>on the A807. Ongoing monitoring of the project will inform the Council of any issues related to compliance which will inform any further mitigating measures required and where appropriate will be discussed with Police Scotland.</p>
<p>You would prefer a route away from the road.</p>	<p>An off-road route was explored during the completion of a feasibility study in 2022. Landowners were consulted looking at routes along both the River Kelvin and the disused railway line. Landowners were not supportive of offline routes due to the impact on their farming operations and livestock.</p> <p>East Dunbartonshire Council has previously conducted a project looking at the improvement of the Allander Walkway from Allander Toll to Milngavie and a detailed design was produced. There are significant constraints along the route including invasive non-native species and embankment erosion. In addition, some of the route falls within private land within the Glasgow City Council boundary. Work will continue to identify any potential solutions to improving this path.</p> <p>This project does not eliminate the potential for these routes or additional routes to be looked at again in the future.</p>
<p>You have concerns about the route being next to the road.</p>	<p>The shared-use footway will adhere to the design standard set by Cycling by Design, ensuring appropriate segregation between users and motor vehicle traffic. This includes a 0.5m buffer zone between the shared-use footway and the carriageway. While it is acknowledged this may still be considered unattractive, the proposals would provide a significant improvement to current infrastructure and would deliver a road safety benefit to the most vulnerable road users. As set out above, options away from the road corridor have previously been assessed, however, this option is considered the most deliverable and has benefits for security of users as it will be more overlooked and better lit compared to a path away from the road.</p>
<p>You would like to see an increase in priority for active travel users across minor road junctions.</p>	<p>It is acknowledged that further consideration should be given as to how best to design in priority for active travel users at all road junctions along the route. The concept design now includes annotation which highlights the need to investigate giving priority to shared-use footway users over minor road junctions. The practicality and viability of these will be assessed and developed during further stages of design. This will be carried out in consultation with adjacent landowners, taking into account likely use of each side road to determine what changes would be appropriate for improving the active travel route while being mindful not to create access limitations for farming vehicles and associated machinery. It would not be appropriate to make design changes which create access restrictions.</p>

<p>You would like to see the route continue further than Torrance Roundabout.</p>	<p>The Torrance Roundabout is the eastern extent of this project. However, the Torrance Roundabout forms part of additional plans the Council is developing through its City Deal project. This will include the Westerhill Development Road and the A803 Corridor Improvements. Further information on the City Deal project can be viewed on the Council website: https://www.eastdunbarton.gov.uk/residents/council-democracy/city-deal</p>
<p>You would like the route to connect to Bears Way and Dobbies Garden Centre.</p>	<p>It is part of the aim of the project to provide for onward connections to neighbouring settlements and form part of a loop route connecting the key settlements of East Dunbartonshire. This will include the project tying into and improving existing connections within the project area. It will also provide an important asset within the East Dunbartonshire active travel network which the Council is working on developing further through its next Active Travel Strategy (ATS). Further information on the approach and key evidence being used to inform the next Active Travel Strategy can be viewed on the Council website: https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy-2023-30</p>

4 Finalised Concept Design

In response to a number of activities including ecological appraisal, public and landowner consultation, and road safety audit (RSA), amendments were made to the initial concept design drawings produced by the project team. The amendments highlighted during these activities and taken into consideration in these drawings will require further development during the detailed design of the respective project sections. Key themes raised during the public consultation can be found below, with associated response from the project team (**Table 8.1**)

Table 8.1 – Specific design suggestions and response

Suggestion	Additional Detail	Response
<i>Preference for an offline route</i>	<p>Several suggestions were related to a preference for an offline route which avoids the A807. Routes suggestions and connections are summarised below:</p> <ul style="list-style-type: none"> Allander Walkway is viewed by some as a valuable existing asset that could be enhanced to better serve the needs of pedestrians and cyclists. There is a call for investment in its maintenance and expansion to improve connectivity and encourage active travel in a natural setting. The Old Kelvin Valley Railway track that connected Bardowie, Balmore and Torrance should be utilised. The River Kelvin Walkway could be used, in addition the Cadder to Balmore Pathway which already provides an existing link to Balmore. 	<p>An offline route was explored during the completion of feasibility study in 2022. Landowners were consulted looking at routes along both the River Kelvin and the disused railway line. Landowners were not supportive of offline routes due to the impact on their farming operations and livestock.</p> <p>East Dunbartonshire Council has previously conducted a project looking at the improvement of the Allander Walkway from Allander Toll to Milngavie and a detailed design was produced. There are significant constraints along the route including Invasive, Non-Native Species and embankment erosion. In addition, some of the route falls within Glasgow City Council boundary. Work will continue to identify any potential solutions to improving this path.</p> <p>This project does not eliminate the potential for these routes or additional routes to be looked at again in the future.</p>
<i>Increase priority and make it safer</i>	Traffic calming measures such as raised tables or a continuous footways have	It is acknowledged that further consideration should be given as to how best to design in priority for active travel users at all road junctions along the route. The concept

Suggestion	Additional Detail	Response
<i>for active travel users crossing priority junctions</i>	been suggested at Finlay Rise and similar junctions, especially those that are very lightly trafficked, i.e. farm access roads. This suggestion would serve to reduce traffic speed and reinforce the presence and priority of walkers, wheelers and cyclists, thereby increasing safety. If the design does not prioritise users (particularly cyclists) at crossings then people must stop at every junction, it could discourage use.	design now includes annotation which highlights the need to investigate giving priority to shared-use footway users over minor road junctions. The practicality and viability of these will be assessed and developed during further stages of design. This will be carried out in consultation with adjacent landowners, taking into account likely use of each side road to determine what changes would be appropriate for improving the active travel route while being mindful not to create access limitations for farming vehicles and associated machinery. It would not be appropriate to make design changes which create access restrictions.
<i>Continue route further than Torrance Roundabout</i>	There is a desire for the route to continue beyond Torrance Roundabout; the current design ends abruptly "in the middle of nowhere." The need for the route to be accessible and to connect effectively to other local destinations, such as Kirkintilloch and Bishopbriggs, is mentioned.	The Torrance Roundabout is the eastern extent of this project. However, the Torrance Roundabout forms part of additional plans the Council is developing through its City Deal project. This will include the Westerhill Development Road and the A803 Corridor Improvements. Further information on the City Deal project can be viewed on the Council website: https://www.eastdunbarton.gov.uk/residents/council-democracy/city-deal
<i>Connection to Bears Way and Dobbies Garden Centre</i>	There is a desire to see the proposed route connect with Bears Way to provide a connected travel corridor linking towns and villages along the A807 with Milngavie and onward to Bearsden and Glasgow. There is a desire for a connection from Allander Toll Roundabout to Dobbies Garden Centre and associated businesses.	It is part of the aim of the project to provide for onward connections to neighbouring settlements and form part of a loop route connecting the key settlements of East Dunbartonshire. This will include the project tying into and improving existing connections within the project area. It will also provide an important asset within the East Dunbartonshire active travel network which the Council is working on developing further through its next Active Travel Strategy (ATS). Further information on the approach and key evidence being used to inform the next Active Travel Strategy can be viewed on the Council website: https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy-2023-30
<i>Avoiding the need to cross A807 east of Allander Toll</i>	There is a desire to remove crossings of the A807 where possible to increase directness and attractiveness of the route. There was a suggestion to do this east of Allander Toll roundabout and	There is a sizeable earthwork cutting north of the A807 heading east from the Allander Toll which limits the scope for widening at the back of the existing footway. To achieve this, widening would have to come at the front of the footway using existing carriageway width. However, there is insufficient width for narrowing the carriageway at this location. A suggested option of realigning the carriageway south would require significant engineering and construction given significant changes in topography

Suggestion	Additional Detail	Response
	continue along the northern side of the A807.	south of the existing A807. This has been considered as concept designs were finalised but has been concluded to result in prohibitive costs and earthworks.
<i>Relocating proposed crossings</i>	Suggestion that the location of crossings and pinch points may lead to experienced users choosing to use A807 carriageway rather than use the shared use footway along Torrance Road south of the River Kelvin.	The project team will investigate improvements to the design and engage with landowners in an effort to minimise the lengths of pinch points where possible to maximise the attractiveness of the route.

5 Cost Estimation

A cost estimation exercise has been undertaken to provide an indication of the construction costs associated with the proposals. The cost estimation is based on quantities taken from the concept design model created in Autodesk Civil 3D and the rates used are taken from Spon's Civil Engineering & Highway Works Price Book 2024. This is an industry recognised source associated with construction works. By utilising the Spon's rates it was possible to derive a cost based on the series outlined in the Method of Construction for Highway Works (MCHW).

To allow for regional variations in construction costs the following has been applied:

- The Spon's regional variation factor for Scotland (88% of prices shown).

In addition to the above, and in accordance with standard practice for cost estimates at this stage of scheme development, the following has been applied to the base costs:

- An optimism bias of 44% has been applied based on the recommendations of the Scottish Transport Appraisal Guidance for Stage 2 (Concept Design).

To allow for the impacts of inflation, the following factors have been applied to the cost estimates:

- Construction cost inflation - from Spon's 2024 to known cost index benchmark. This was obtained using new works (infrastructure) construction output price indices from Office of National Statistics. The Spon's 2024 published prices are based on June 2023. The rate of deflation between June and December 2023 was 3.8%.
- At present, the construction of Section 1A is programmed to be completed within the 24/25 financial year, the projected inflation between December 2023 and Q4 2024 is 4%
- At present, it is uncertain as to when the construction of the other sections will take place. For the purposes of this cost estimation, it is assumed that the construction of Section 1B will take place in the financial year of 25/26. Between financial years 24/25 and 25/26, the rate of inflation for construction is projected to be 4%. Therefore, a portion of the Section 1 cost has had an additional year of inflation applied.
- There is increased uncertainty around the timeline for construction of Section 2 and 3. At this time, it is assumed that the construction of these sections will not take place before 26/27. The projected inflation for construction between financial year 25/26 and 26/27 is 4%.

It should be noted that a number of assumptions and exclusions in relation to the construction cost estimates have been made and this cost estimate should be developed further as the accuracy of the design increases:

- The construction cost includes, excavation of existing ground (hard and soft), construction of new shared-use footway.
- No allowance has been made for any earthworks or structures required.
- No allowance has been made for any necessary ground investigation works.
- No allowance has been made for any public utility diversions.
- No allowance has been included for the purchase of 3rd party land.
- No allowance has been made for any necessary accommodation works.
- No allowance for formal drainage has been included.
- No costs have been included for any additional environmental surveys prior to construction.

The cost has been broken down into the design sections outlined above (**Table 9.1**)

Table 9.1 – Construction Cost Estimate

	Construction Cost Estimate
Section 1 (24/25)	£1,227,680.00
Section 2 (26/27)	£1,367,739.00
Section 3 (26/27)	£2,222,174.00
Total	£4,817,593.00

6 Summary

6.1 Conclusion

This project has undertaken several activities to produce a final concept design from an initial preferred route produced through a feasibility study. This includes:

- Initial design proposals
- Procurement of topographical survey and traffic surveys
- Internal consultation with East Dunbartonshire Council departments
- Ecological appraisal
- Landownership search and engagement
- Design Review in accordance with Cycling by Design
- Public consultation
- Road Safety Audit
- Risk assessment.
- Finalised design proposals

This process has led to a more robust concept design where constraints, opportunities and risks have been identified and the process of managing these factors has begun. The consultation process was constructive and has led to an improved design which will be developed further during the next stages of the project.

6.2 Recommendations

To sufficiently progress the design, several activities including further study and communication have been identified. These will be required to minimise the risks highlighted in the risk register, increase probability of gaining funding and delivering the construction of the proposed infrastructure. The activities identified can be seen below:

- Continue to engage with relevant landowners who are impacted by the proposals.
- Investigate opportunities to alleviate constraints that currently produce sections of sub-standard design in relation to Cycling by Design.
- Further geological investigation in areas out with the existing road corridor in Sections 1, 2 and 3
- Engage with local authority planning department and highlight requirements across the route.
- Identify additional topographical survey requirements.
- Identify requirements for TROs and other regulatory processes.
- Early engagement in the NRSWA C3 process to identify potential impacts on existing services.
- Continue to engage with statutory stakeholders in relation to the process for speed limit change.
- Undertake recommendations within PEAR in relation to further survey to increase understanding and mitigate ecological impact.
- Identify location and ownership of existing drainage assets. Engage with owners with regards to impacts on capacity.
- Identify funding streams and their deadlines with regards to the completion deadline for detailed design and the application requirements.

Together with our clients and the collective knowledge of our 22,000 architects, engineers and other specialists, we co-create solutions that address urbanisation, capture the power of digitalisation, and make our societies more sustainable.

Sweco – Transforming society together