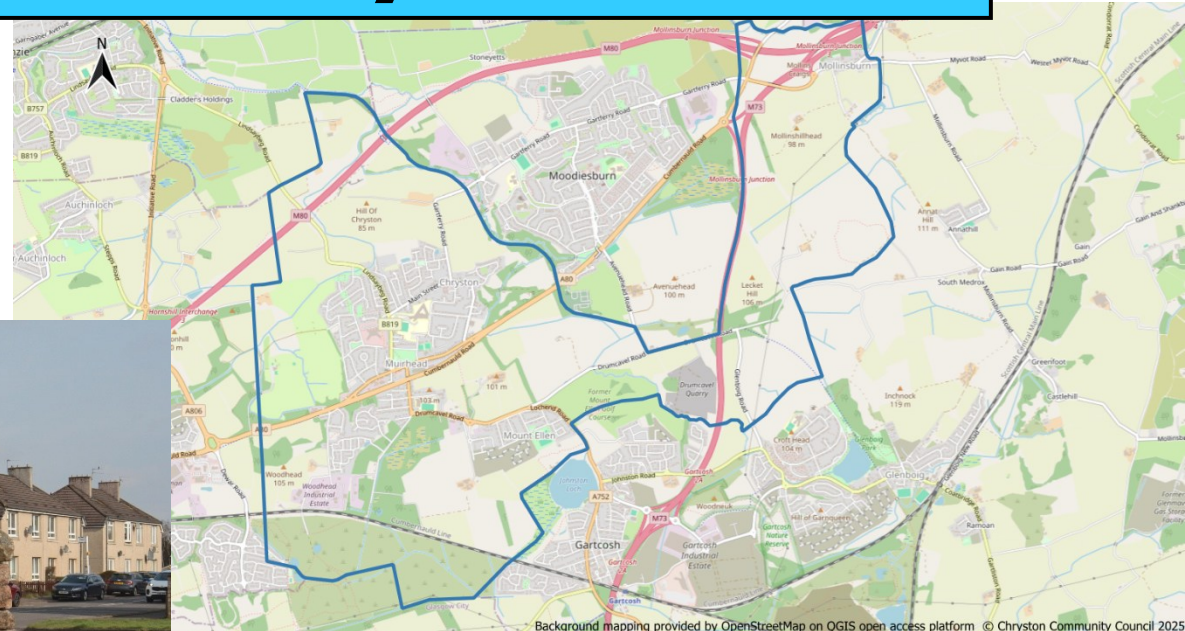


Local Place Plan

Chryston Community Council



Chryston, Muirhead & Mollinsburn

February 2026

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Chryston, Muirhead and Mollinsburn Community

The Chryston, Muirhead and Mollinsburn area has developed from settlements over hundreds of years. The actual date the village became settled is difficult to confirm, but Blaeu's Atlas of Scotland, published in 1654, shows the settlement (in blue square spelled "Chrifstoun") lying north-west of Gartcosh (Gartcaifh).



FIGURE 1 - BLAEU'S ATLAS OF SCOTLAND (REPRODUCED WITH THE PERMISSION OF THE [NATIONAL LIBRARY OF SCOTLAND](#))

Like many settlements in the central belt of Scotland, Chryston's growth accelerated during the Industrial Revolution. The village also benefited from improvements to road and transport links connecting it to Glasgow, which encouraged further settlement by those who worked in the city. Chryston grew considerably through the 20th century as suburban expansion from Glasgow extended outward. The area covered by Chryston Community Council is shown in Figure 2.

New housing developments within and near each of the settlements make the area a desirable place to live, placed as they are within easy commuting distance of several major cities. This growth has allowed many of those who grew up in the villages to remain and has also brought new residents to the area, resulting in the construction and expansion of the primary and secondary schools. As a consequence of this expansion, there have been significant increases in the levels of traffic, both passing through and originating from residences, which has an impact on safety, noise, air quality and perceived quality of life for residents. This has guided the focus of the Chryston Community Council's contribution to the Local Place Plan process toward transport and how it impacts the villages as residential environments.

Chryston Community Council area

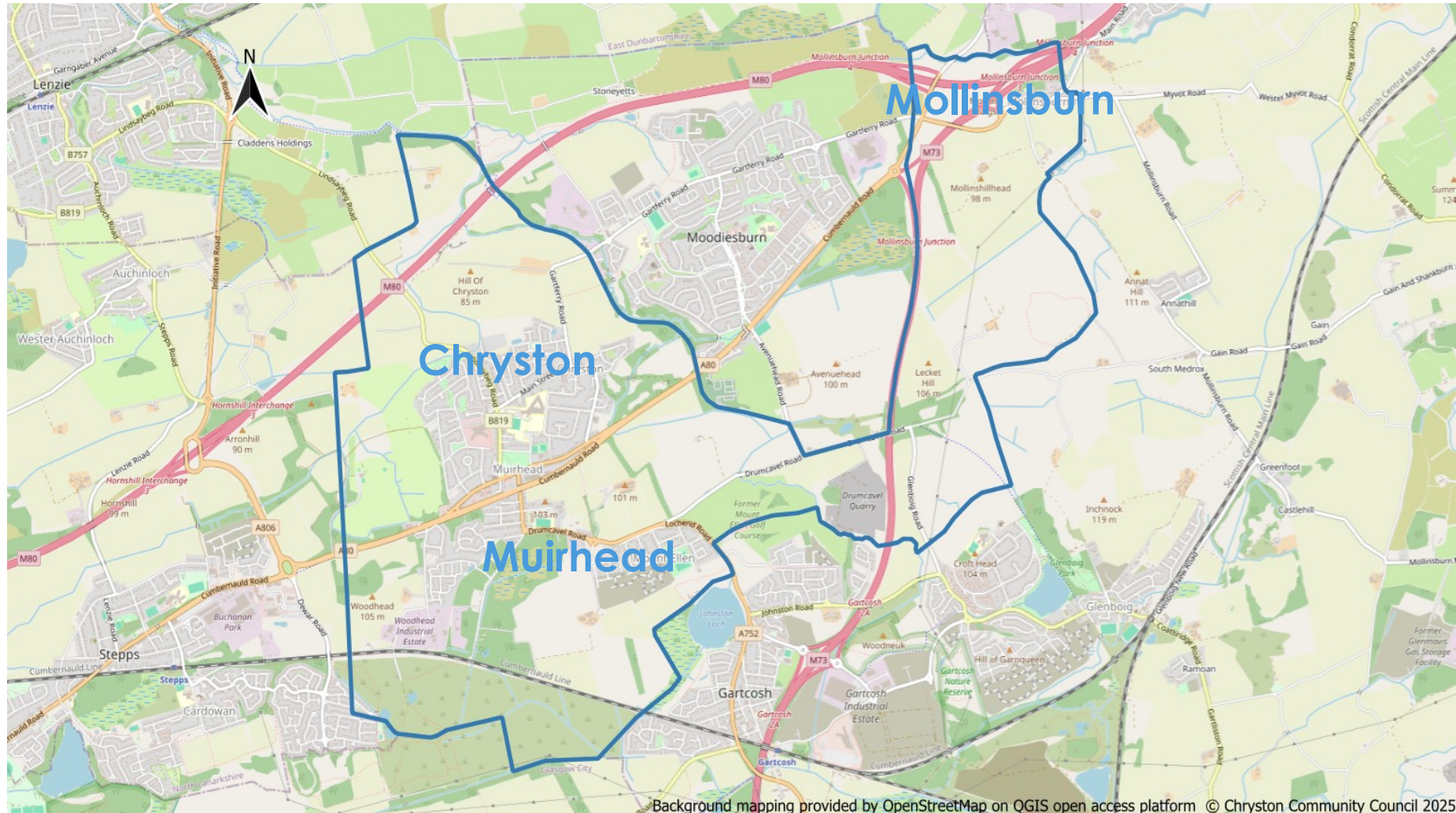


FIGURE 2 - AREA COVERED BY CHRYSTON COMMUNITY COUNCIL

Place Plan Consultation & Focus

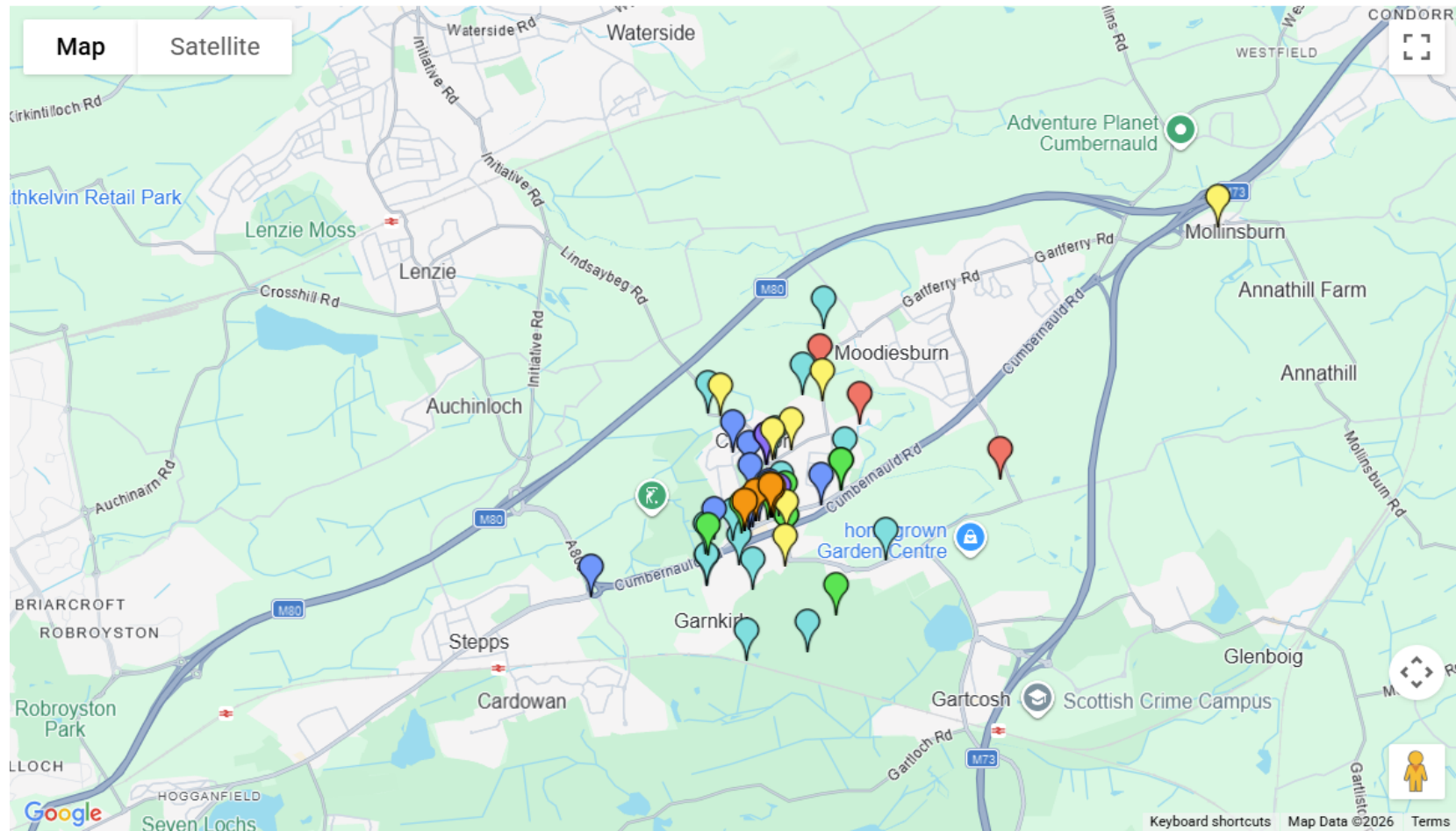
An initial consultation was proposed at the Chryston Community Council meeting held on December 2024. Traffic issues had been frequently raised and it was decided to focus on measures to improve the environment from a noise, safety and accessibility point of view. Engagement with community covered physical “In Person” locations and online mapping. This ensured that the engagement was accessible to as many residents as possible. Physical mapping was placed in the local library within Chryston Cultural Centre and additional mapping was taken to other venues including the community hub, local primary schools and churches.

Online mapping was developed using Google Maps to take advantage of existing familiarity of the platform and hosted on the community council website (shown in figure 3). The consultation was promoted via:

- Notice boards situated around the Community Council area
- Local area Community Council newsletter The Beacon
- CCC Facebook page
- CCC website
- Local groups shared links from their social media sites

Community Suggestions

The map below shows community submissions for our Local Place Plan.



Legend: ● Pedestrian Crossings ● Active Travel ● Parking ● Traffic Lights ● Traffic Speed ● Vehicle restrictions ● Other

FIGURE 3 - LOCATIONS OF COMMUNITY SUGGESTIONS

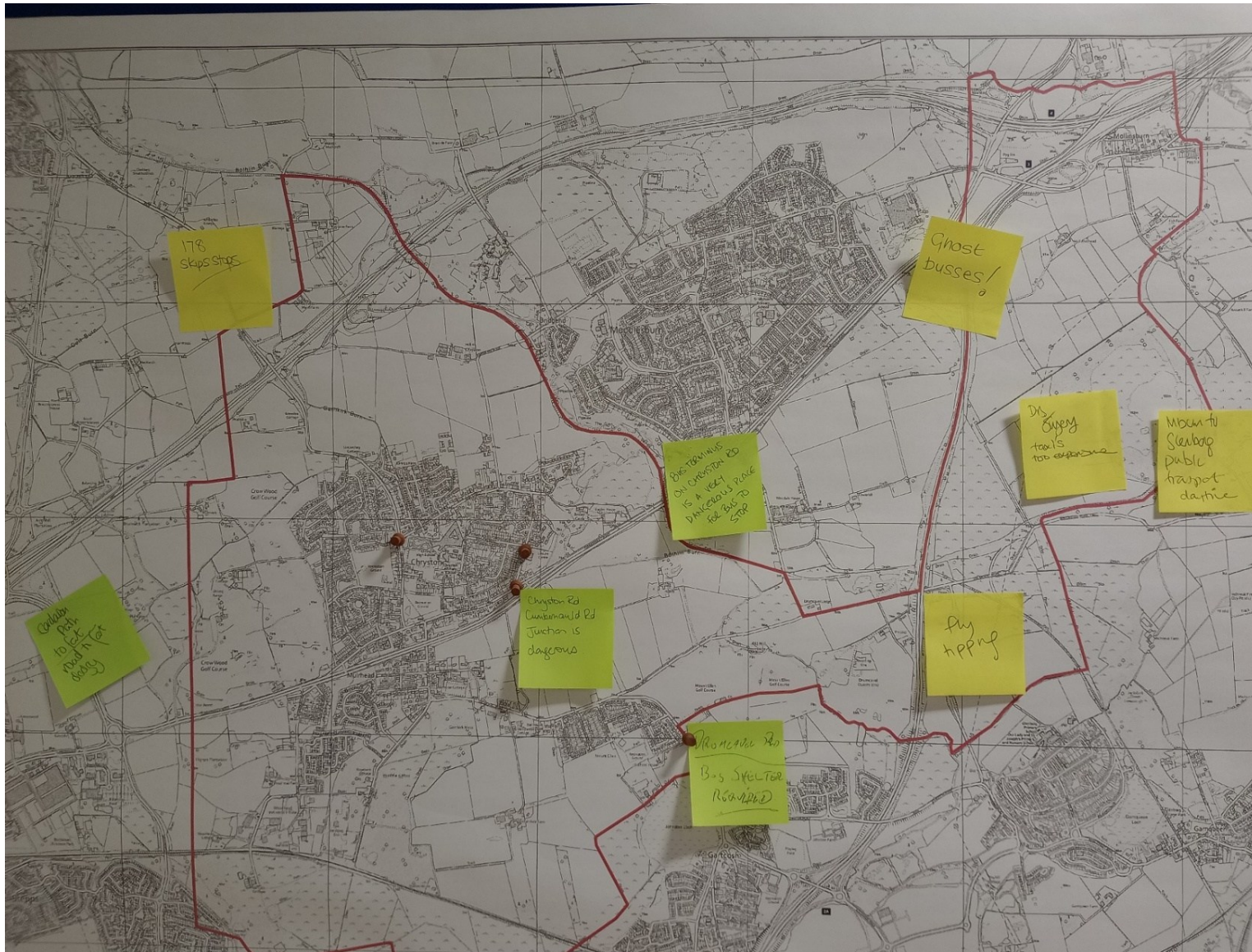


FIGURE 4 - MAP WITH SUGGESTIONS IN CHRYSTON LIBRARY

We asked residents for suggestions to improve the quality of life and environment in the Community Council area. These covered Residential Improvements and Road Improvements. Key themes were highlighted to help guide the consultation. To allow for comments and suggestions that fell outwith these themes an open suggestion field was also included.

These were:

- Active Travel (which includes walking, wheeling and cycling)
- Pedestrian Crossings
- Traffic Speed
- Traffic Lights
- Parking
- Vehicle Restrictions
- Other

Open comments were also collected and themes were grouped to provide a number of distinct proposals. In each case we have sought to balance any potential negative impacts against the overall benefits to the community.

Consultation with schools

Both Chryston Primary and St Barbara's Primary schools were invited to take part in community walkabouts to let us know what made the area appealing for young people and what made the area feel unsafe, these walkabouts included not only the children, but teachers, parent helpers and community police officers.

The resulting experiential maps of the walkabout areas are included below with comments collected from the 60-plus participants.

The comments recorded echoed much of what reported by the community-wide consultations, with particular concerns from the young people about pavements around the schools and the park blocked by vehicles, traffic speeds and difficulties with safely crossing the road.

The young people also had many comments to make about the environmental condition of the area with dog fouling being a particular concern to them.

These maps have been presented to the schools so that the young people can follow progress of improvements and know that their voices have been listened to.

St Barbara's P7 - Community Walk - January 2025



FIGURE 5 - ST BARBARA'S P7 COMMUNITY WALK

Chryston Primary P7 - Community Walk - January 2025



Safety
 Cars parked all over the pavements and over double yellow lines. Bins and street furniture block the streets and make them too narrow. Cars go too quickly and dont let us cross junctions. The bit by the butchers is the worst because of all the cars

Play
 The park is great with new play area and pump track but it doesn't feel safe because of traffic and we need more lights

Cycling
 We have a place to store bikes at school and we can get across the big roads safely but when we reach Cumbernauld road there is no safe way to get to school we need a bridge or a crossing

| | | | |
|---|---|---|--|
|  <p>The mess around the benches makes you not want to sit here and there is often litter</p> |  <p>No safe place to cross Parking Issues at Lindseybeg Road and poor crossings make us feel unsafe</p> |  <p>Fences need repaired and we need bollards here or at least yellow lines to stop cars blocking pavement</p> |  |
|---|---|---|--|

With huge thanks to the pupils and teaching staff at Chryston Primary school for sharing their experience and ideas about the things that make them want to walk to school and around the village and other improvements they would like to see happen.

Northern Corridor Community Volunteers

FIGURE 6 - CHRYSTON PRIMARY P7 COMMUNITY WALK

Residential Improvements

The section on Residential Improvements covers those areas that impact on quality of life for those in the area. This includes measures to make life easier with fewer frustrations to everyday activities such as shopping, walking, cycling or being able to park proximate to where you need to be. These improvements also aim to make the village cleaner and safer for all ages through a reduction in congestion and vehicle speed.

Access to local facilities and business is key to a vibrant community, as well as being able to travel, whether for leisure, study or work. This requires good connectivity for those who are not using private cars whether through choice or necessity. To support this, a number of public transport proposals are also included to aid the significant portion of residents to use public transport.



Active Travel

Promote active travel

Active travel includes walking, running, wheeling, and cycling and is a “catch all” term to define any action that supports these ways of getting around. It is an inclusive term and seeks to ensure that our village is suitable and safe for everyone, from those who require to use wheelchairs or walking aids, to those who cycle or scoot. Providing an environment that is pleasant to be in will promote a rise in these activities, which in turn leads to a reduction in car use for shorter journeys. In addition to safety and air quality improvements, benefits include better short-term and long-term health, better mental health and improved social cohesion, simply by not taking the car to the shops and back.

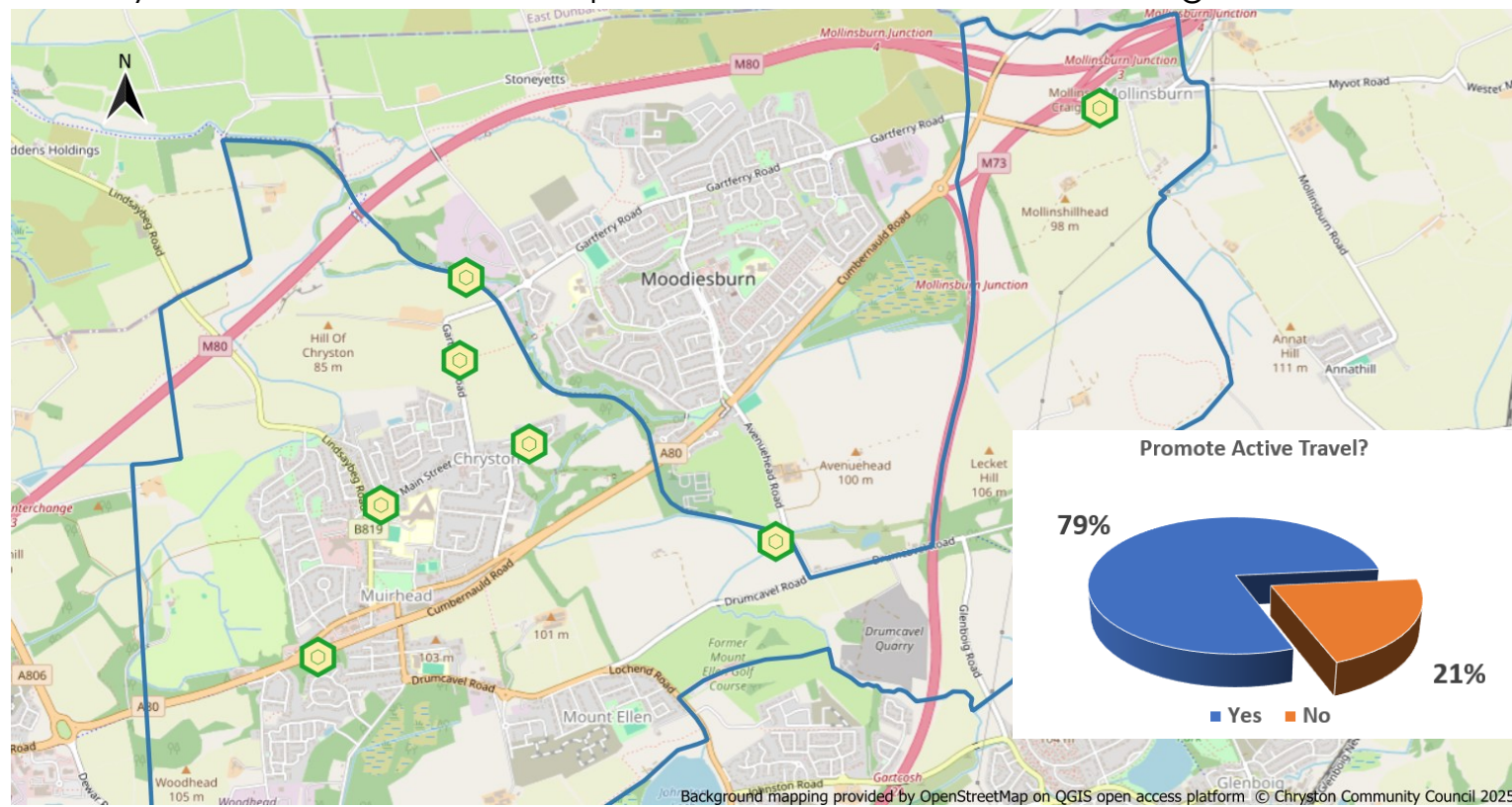


FIGURE 7 – PROMOTE ACTIVE TRAVEL

Actions that will support and promote active travel include: formalised crossing points, drop kerbs to allow greater permeability for all modes, dealing with issues such as pavement parking that frequently require our most vulnerable members of the community to have to use the road in order to get where they are going. These issues result in a hostile street environment and can lead to increased car use and people simply choosing to not leave their homes. This in turn leads to social isolation, significantly impacting on quality of life for those affected.

From the consultation, a number of positives have been highlighted and Chryston has the potential to be extremely well connected to the surrounding cycling network.



Active Travel

More crossing points

Whilst the Highway Code legislation already gives pedestrians right of way to cross freely at junctions, road safety is of considerable concern to residents. The consultation has gathered a number of locations where residents feel that additional marked crossing points which follow desire lines would encourage more walking and considerably improve safety.

Provision of crossing point at often arbitrary points fails to address the needs of those that they are intended to serve. The map shown in figure 8 provides locations where residents already do cross in order to get to local facilities or to their homes. It is proposed to that an extensive survey of pedestrian behaviour is carried out to establish locations that would benefit from formal crossing points.

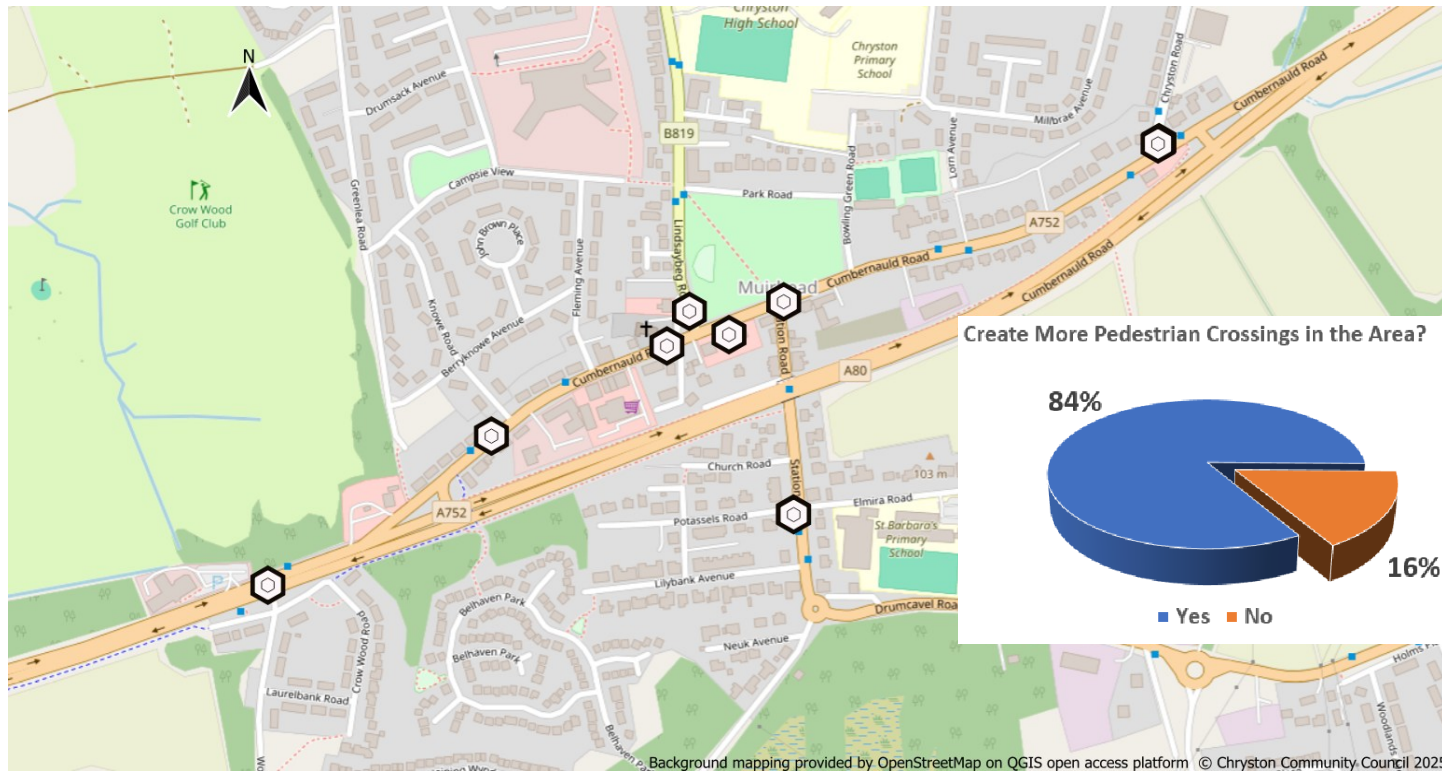


FIGURE 8 - MORE CROSSING POINTS

Outcomes would be that walking is safer and a more attractive option, improved fitness and general health, a reduction in car use for local journeys, reduced levels of pollution.



Active Travel

Improve quality of footways

Good quality and well thought out pavements and paths are fundamental to getting more people to use them more. This should include smooth transitions to driveways and side roads where possible, and ensuring that adequate dropped kerbs are provided and they are not impeded by signage or other street furniture, even on a temporary basis. The photo on this page provides an example of a well-constructed path using good quality materials and incorporating decorative solar lighting along its length through the park.



Alignment with NPF4 / 15 LOCAL LIVING + 20 MINUTE NEIGHBOURHOODS, NPF4 / 18 INFRASTRUCTURE FIRST, NPF 4 / 13 SUSTAINABLE TRANSPORT

Parking

Introduce designated Residents' Parking Zones

Parking is a major problem for many residents who do not have driveways.

Designated parking zones offer a structured and effective response to the widespread parking issues affecting the area. At present, vehicles are left “everywhere and anywhere,” including on double yellow lines, narrow pavements and even across footways, creating an unsafe and hostile environment for pedestrians. With the forthcoming enforcement of the no-pavement-parking law, the need for a formalised system becomes even more urgent. Designated zones would clearly define where parking is permitted, reducing the current disorder while supporting residents, businesses and visitors. The introduction of time limited parking would reduce the use of the village roads as an informal park-and-ride, and so improve traffic flow. It is proposed that free

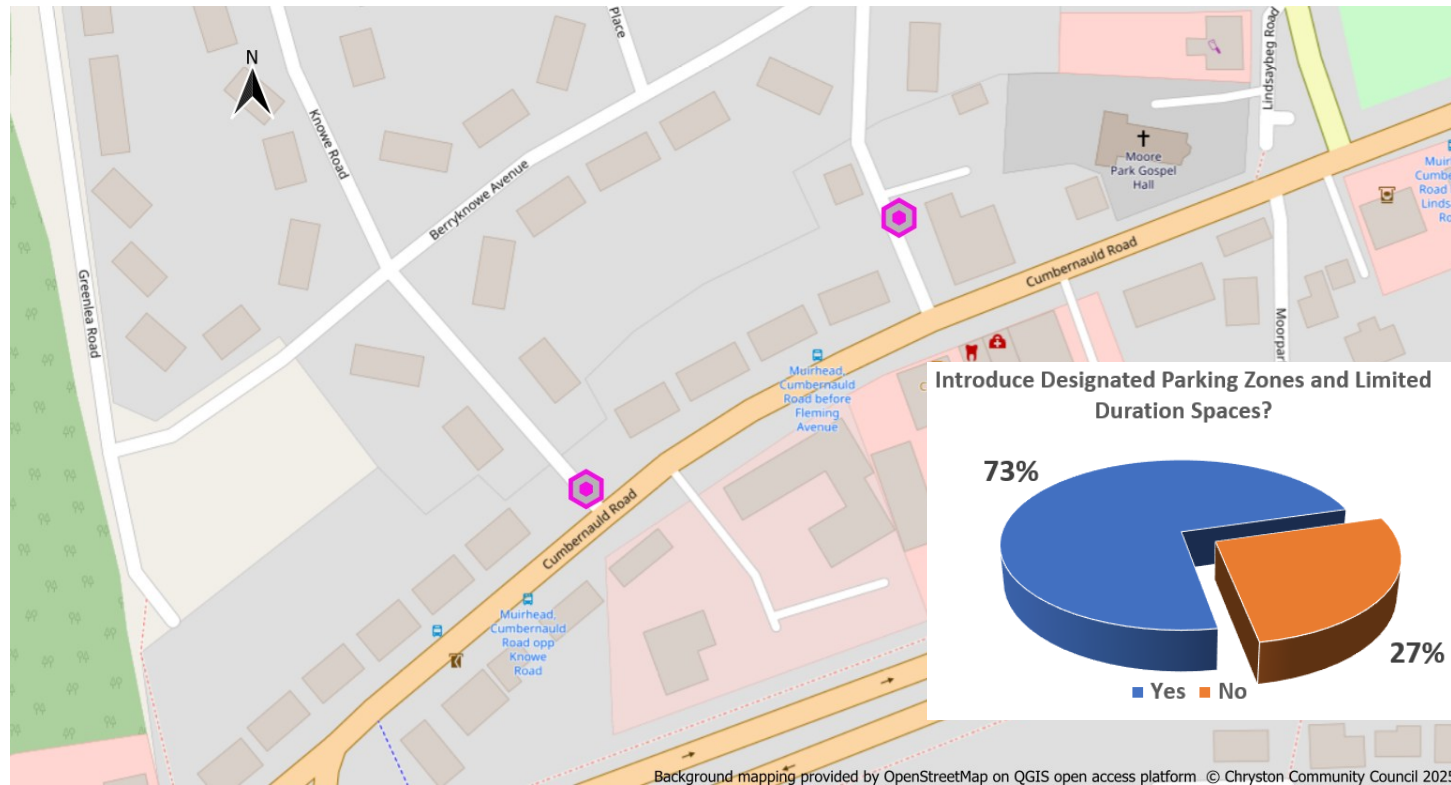


FIGURE 9 - PARKING ZONES FOR RESIDENTS

use of the village roads as an informal park-and-ride, and so improve traffic flow. It is proposed that free

Residents' Parking Zones could be introduced to cover problem areas. This could potentially be implemented with timed free parking for non-residents, so as not to negatively impact on local business.



Parking

Limited duration zones

Limited-stay parking offers a practical and balanced solution to the persistent parking and safety issues raised by residents. Across the area, cars are routinely parked in areas where road width is challenging to negotiate due to the restricted width and visibility issues where the vehicles are larger. These problems are intensified by people informally using the streets as a park-and-ride, leaving cars stationary for long periods of time and so, worsening congestion.

Introducing clearly defined, time-restricted parking areas with proactive parking enforcement would reduce issues whilst still allowing short visits to shops, clinics and other services. These Limited-stay zones would alleviate the issues caused by the presence of vehicles around locations such as the top of Lindsaybeg Road,

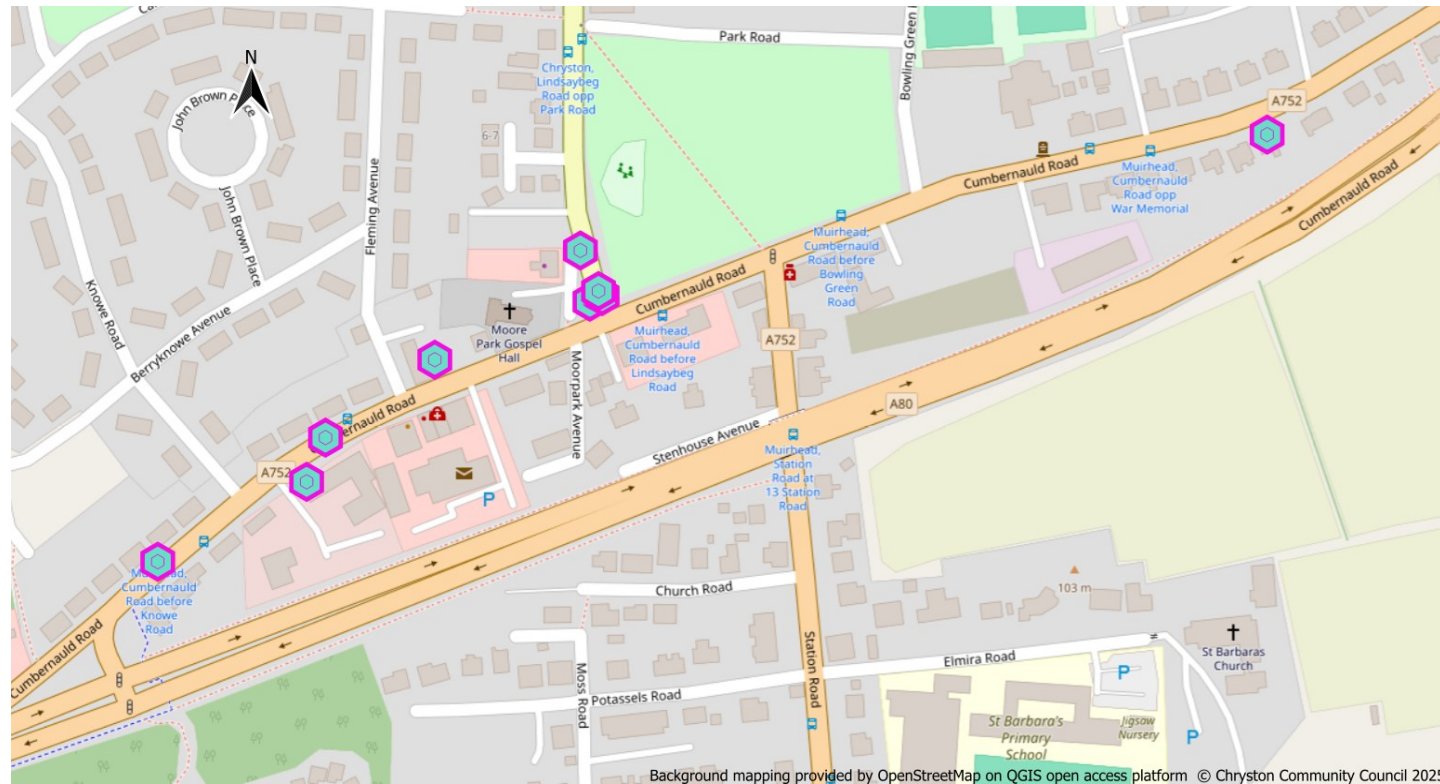


FIGURE 10 - LIMITED-STAY PARKING ZONES

where bottlenecks and unsafe manoeuvres are common. Additional measures, such as bollards and double yellow lines where appropriate, would improve safety, prevent pavement parking and in turn, by ensuring turnover of vehicles, would also support businesses and make the area more welcoming for pedestrians.



Traffic Speed

20 MPH zone

Speeding traffic is recognised as an issue across the whole area. This issue is both perceived by residents as an issue and has been proven by various traffic surveys, including one which returned a speed of 85th percentile speed of 38 mph traveling on Lindsaybeg Road, north toward the school. Speeding does not only result in a greater chance of traffic incidents, streets are perceived as hostile and levels of walking and cycling are reduced across all groups. It has been suggested that the area be redesignated as a statutory 20 mph zone. During consultation this received almost 80% support from residents.

Health benefits arise from a reduction in air and noise

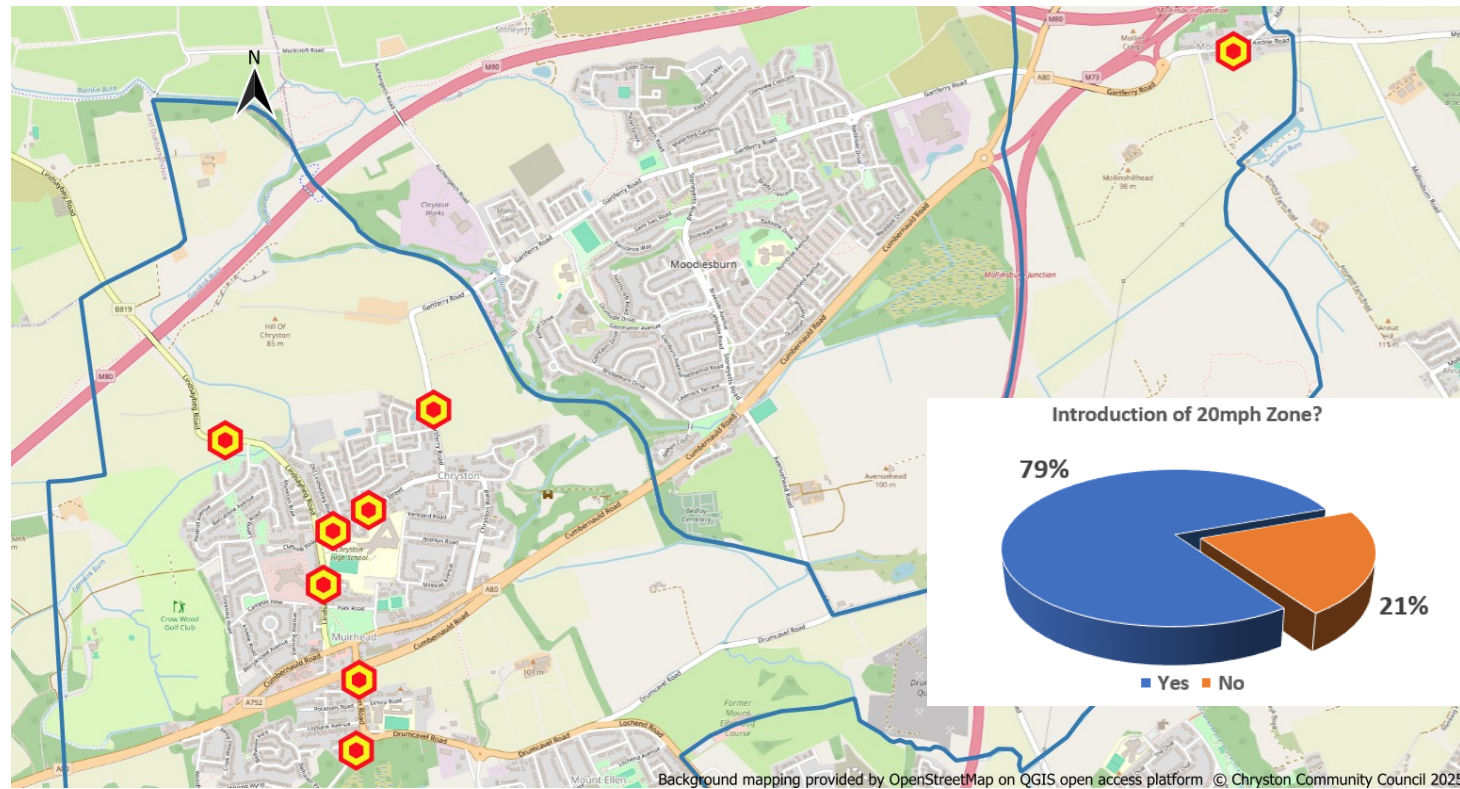


FIGURE 11 - 20 MPH ZONE

pollution. Improved road safety leads to higher levels of walking and cycling. Whilst it has little impact on actual travel time for residents, it has potential to reduce the number of vehicles using the village as a “rat run” due to the increased time calculated by GPS systems for vehicles passing through the villages.



Vehicle Restrictions

Timed deliveries

Due to the nature of the road network, there are areas where traffic is frequently held up by deliveries to businesses, leading to traffic queues, increased pollution and areas becoming unsafe for pedestrians, cyclists, wheelers and wheelchair users.

It is suggested that time restricted delivery zones could prevent parking to allow deliveries to local businesses. These should be planned to work with the operation of these businesses, taking on board the type of business and how that particular sector operates on a day-to-day basis. Delivery times should avoid peak times which in turn will reduce delays and impacts on safety and air quality.

In tandem with the introduction of designated short stay parking, timed loading bays would ensure that delivery vehicles can unload proximate to businesses. This would improve safety, support local businesses, lead to a reduction in driver conflict, and create a more orderly, pedestrian-friendly environment.

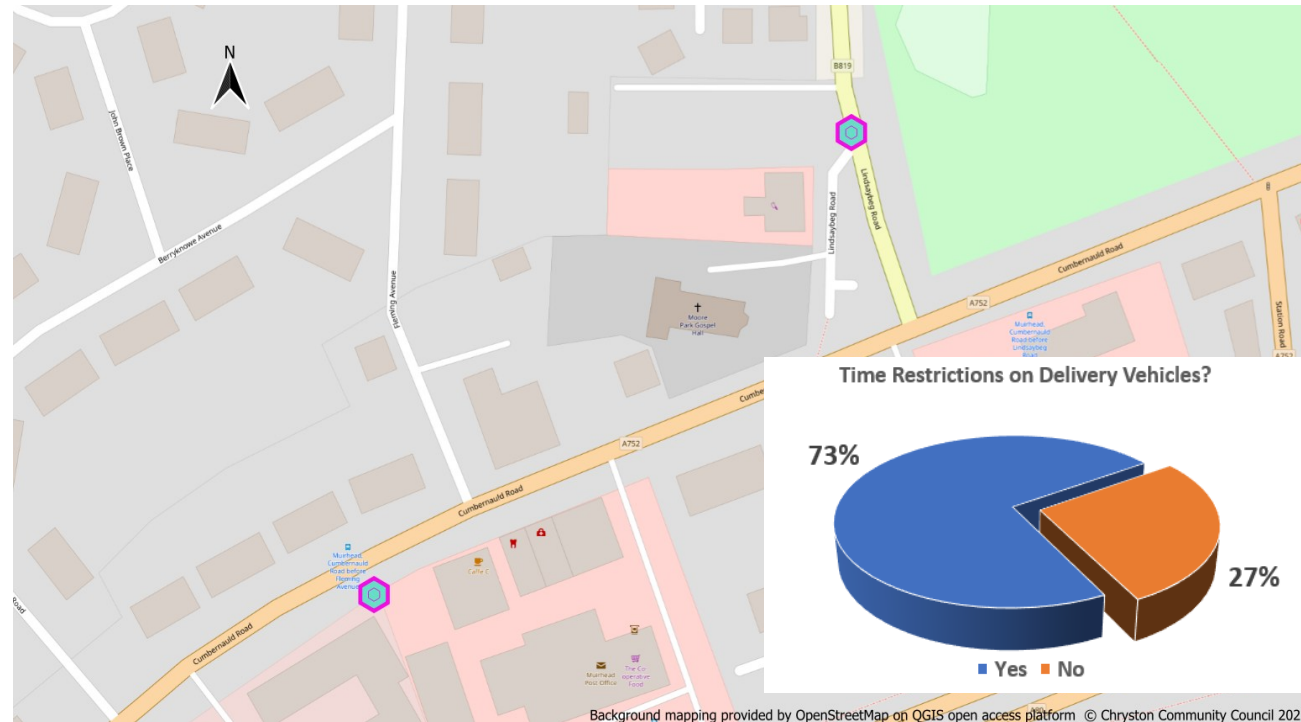


FIGURE 12 - TIMED DELIVERIES

Vehicle Restrictions

Reduce HGV Through Traffic

Across the Community Council area, the limitations of our road network are evident through the repeated damage to signage and street furniture as vehicles that are not suitable for this type of environment attempt to traverse these roads. With many narrow streets and tight corners, manoeuvres cause traffic chaos with articulated lorries usually using these residential streets as a through route in preference to the purpose-built motorway and dual carriageway routes that exist. It is suggested that we explore the possibility of the area being designated as unsuitable for HGVs. This would aim to reduce the number of Heavy Goods Vehicles using Muirhead and Chryston as a through route.

Benefits would include improved safety, reduced pollution and noise, and cleaner, quieter streets that better support increased walking, wheeling, and cycling - making them more suitable for a village with so many schools.

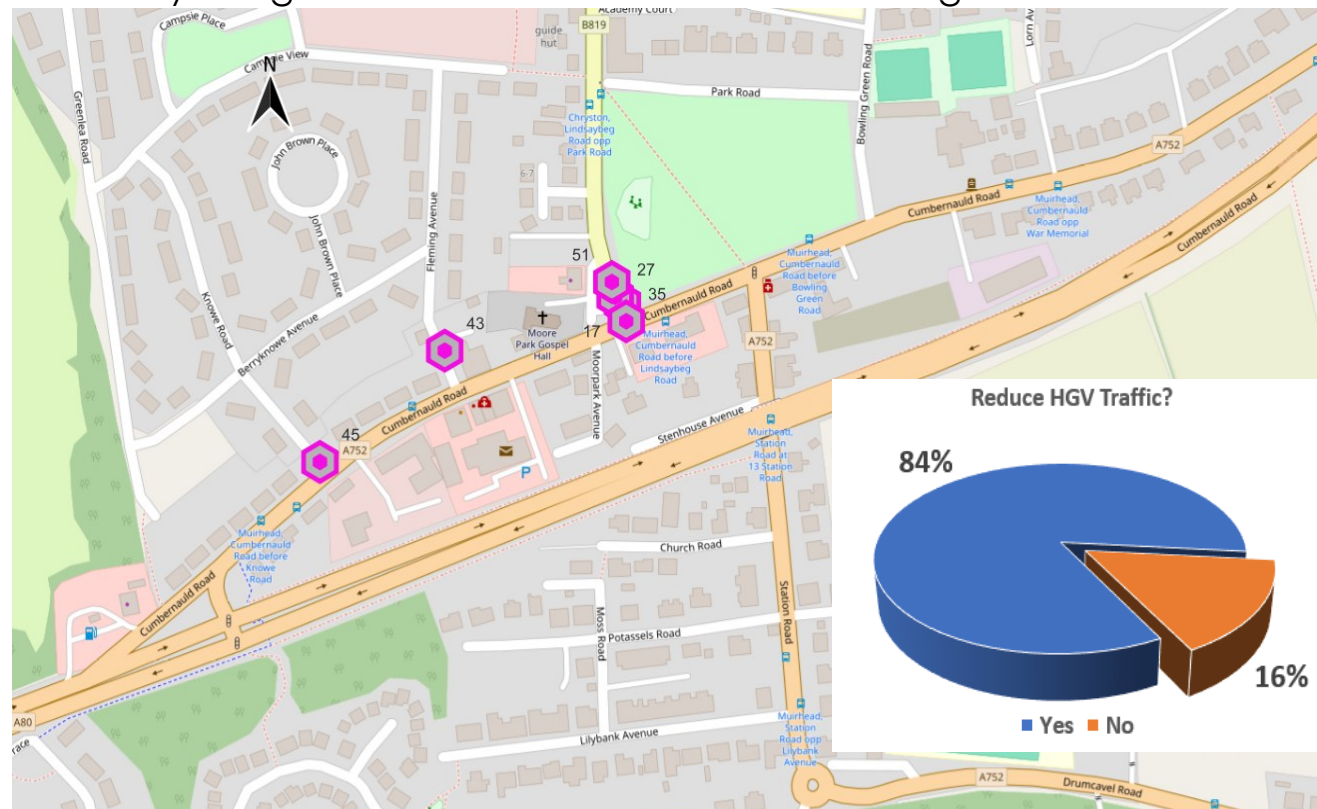


FIGURE 13 - REDUCE HGV THROUGH-TRAFFIC

Infrastructure Improvements

The significant volume of vehicles which use the village as a through-route, including Heavy Goods Vehicles, have created an environment where air quality, road safety and general wellbeing and quality of environment are consistently compromised. This results in higher emissions, greater noise and more road wear than would otherwise be experienced. Vitally, it should be noted that in many cases alternative routes exist, making their presence on residential or village roads unnecessary. Combined with frequent speeding, by both commercial and private vehicles, the situation poses a clear risk to pedestrians, cyclists and other road users and is an impediment to government policy on encouraging increased levels of active travel.

Restricting speed limits with an introduction of a village wide statutory 20 mph limit and, where appropriate, limiting access for vehicles that can reasonably divert elsewhere is a proportionate and responsible response. It is noted that many locations have introduced similar measures, such as Bearsden, which has an extensive speed restriction



zone without the introduction of additional traffic calming. Introducing similar in Chryston and Muirhead would reduce pollution, cut noise levels and create a safer, calmer public realm. Slower traffic speeds would also protect vulnerable road users, particularly children and older residents, who are most affected by fast-moving or oversized vehicles. By directing through-traffic to more appropriate roads through improved signage, and enforcing lower speeds within the community, the area can reclaim its

streets as places for people rather than high-speed corridors. These changes support healthier living, improve quality of life and ensure that local roads serve the needs of residents first, rather than functioning as an unofficial shortcut for heavy vehicles.



Beyond road changes and improvements, the disused station on Station Road would offer a sustainable travel alternative for the large number of city commuters living locally. Such improvements are already underway in other areas, including the opening of new stations. With recent housing growth and the possibility of further development, modernising and reopening this station represents a timely and strategic opportunity to expand transport options and support long-term community needs.

Public Transport Improvements

Shelters and Facilities

Improved public transport infrastructure, to include installation of high-quality bus shelters, would significantly enhance accessibility, comfort and safety for those who rely on public transport. It would also encourage a reduction in levels of single occupancy vehicles for commuting journeys. At present, many of the bus stops within the village offer little protection from weather, have poor lighting, making them feel less safe to potential facility users or have unclear or out of date signage. These issues discourage residents from choosing the bus over private cars. Bearing in mind the demographic of the area with a relatively high population of older or elderly residents, investing in well-designed shelters with seating, lighting and real-time service information would make public transport a more appealing option. Better infrastructure also promotes greater independence of movement and supports those who may not



FIGURE 14 - SHELTERS AND FACILITIES

have access to a vehicle, parents with young children and older residents who need a safe, comfortable place to wait. By making bus travel more accessible such improvements can encourage a shift away from dependency on the car, be it for short journeys or daily commute. This in turn contributes to the

need to improve air quality. Additional to bus infrastructure improvements, investment in the former rail station on Station Road would, with the high levels of city commuters, provide a more sustainable option for travel to nearby employment centres. In light of the recent house building and potential for further development, modernising and opening this station should seriously be considered.



Public Transport Improvements

Park-and-ride

As a result of bus routes which do not pass through some areas, the village is often used as an informal park-and-ride which adds to the issue of parking. This impacts negatively on businesses and the capacity of the road network. This could be redressed by the identification of a suitable location for a formal “Park-and-ride” facility.

Identifying and developing a suitable location for a dedicated park-and-ride would redirect long-stay parking away from the village centre, freeing up space, improving traffic flow and reducing congestion. It would also encourage greater use of public transport by offering a reliable, clearly sign-posted and purpose-built alternative to the current unmanaged approach. By formalising what is already happening, a park-and-ride facility would protect the character of the village, support local commerce and create a more efficient, accessible and well-managed transport system for the wider area.

Since the opening of the M80 many buses now bypass the villages, the creation of a park-and-ride next to the Motorway could encourage further buses to service the area leading to more opportunities for residents for work, learning and leisure.

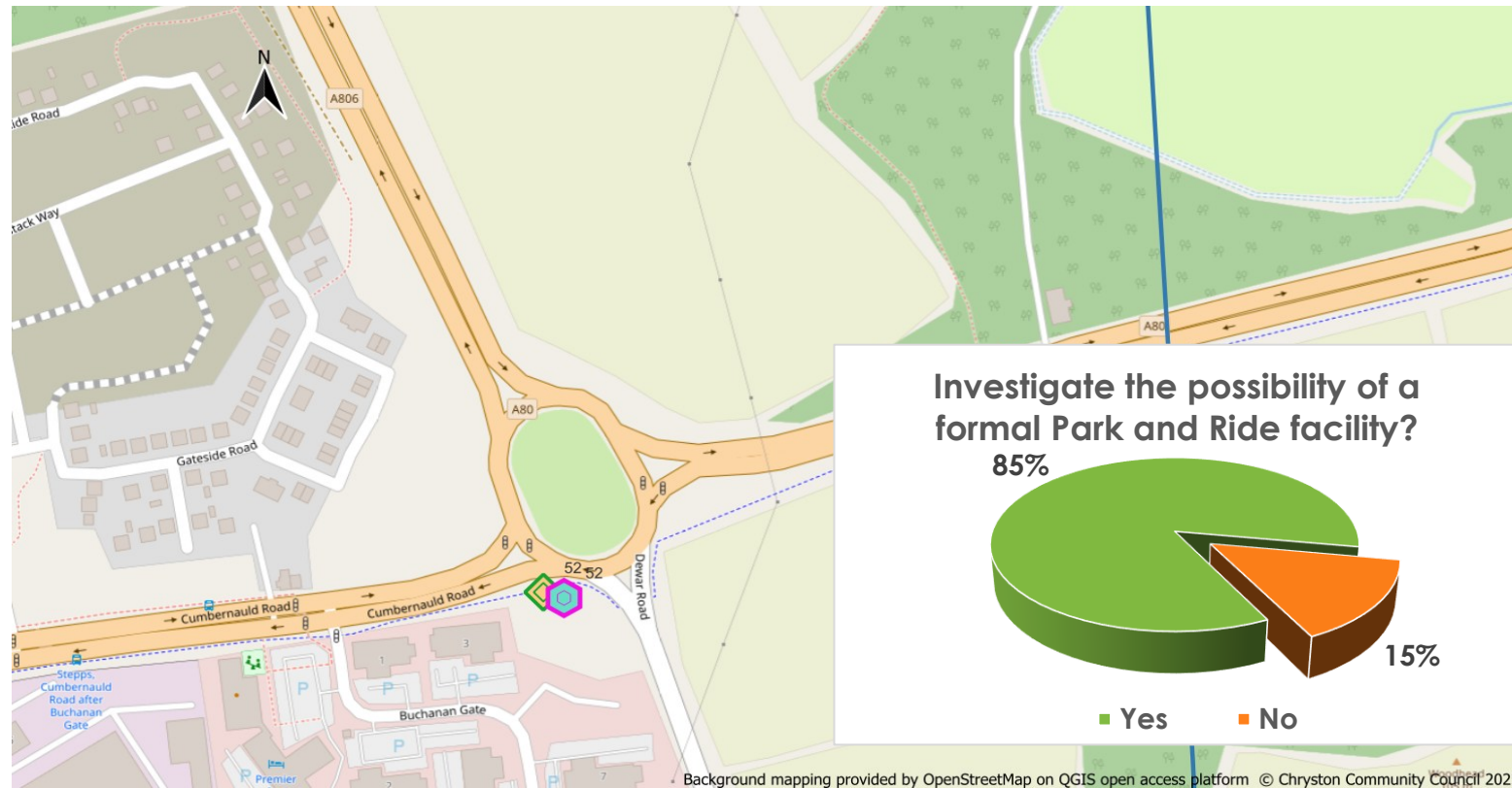


FIGURE 15 - PARK-AND-RIDE

Alignment with NPF4 / 15 LOCAL LIVING + 20 MINUTE NEIGHBOURHOODS, NPF4 / 18 INFRASTRUCTURE FIRST, NPF 4 / 13 SUSTAINABLE TRANSPORT

Road Improvements

Traffic Lights

Traffic flow has become a major issue in recent years. Whilst this is in part due to the increase in numbers of residences within the area, observations suggest it is also due to through traffic.

The result is congestion stretching from Station Road to Main Street and from either access point from Cumbernauld Road. To address this, an advanced traffic survey to identify key times and traffic flow direction with the aim to revise light sequences to optimise traffic flow. Where the traffic flow is dependent on multiple sets of lights, these require to be configured to deal with this increase in, and direction of, traffic volume. It is proposed that this is implemented alongside other measures to reduce through traffic as well as aiding flow to those residential developments within the area.

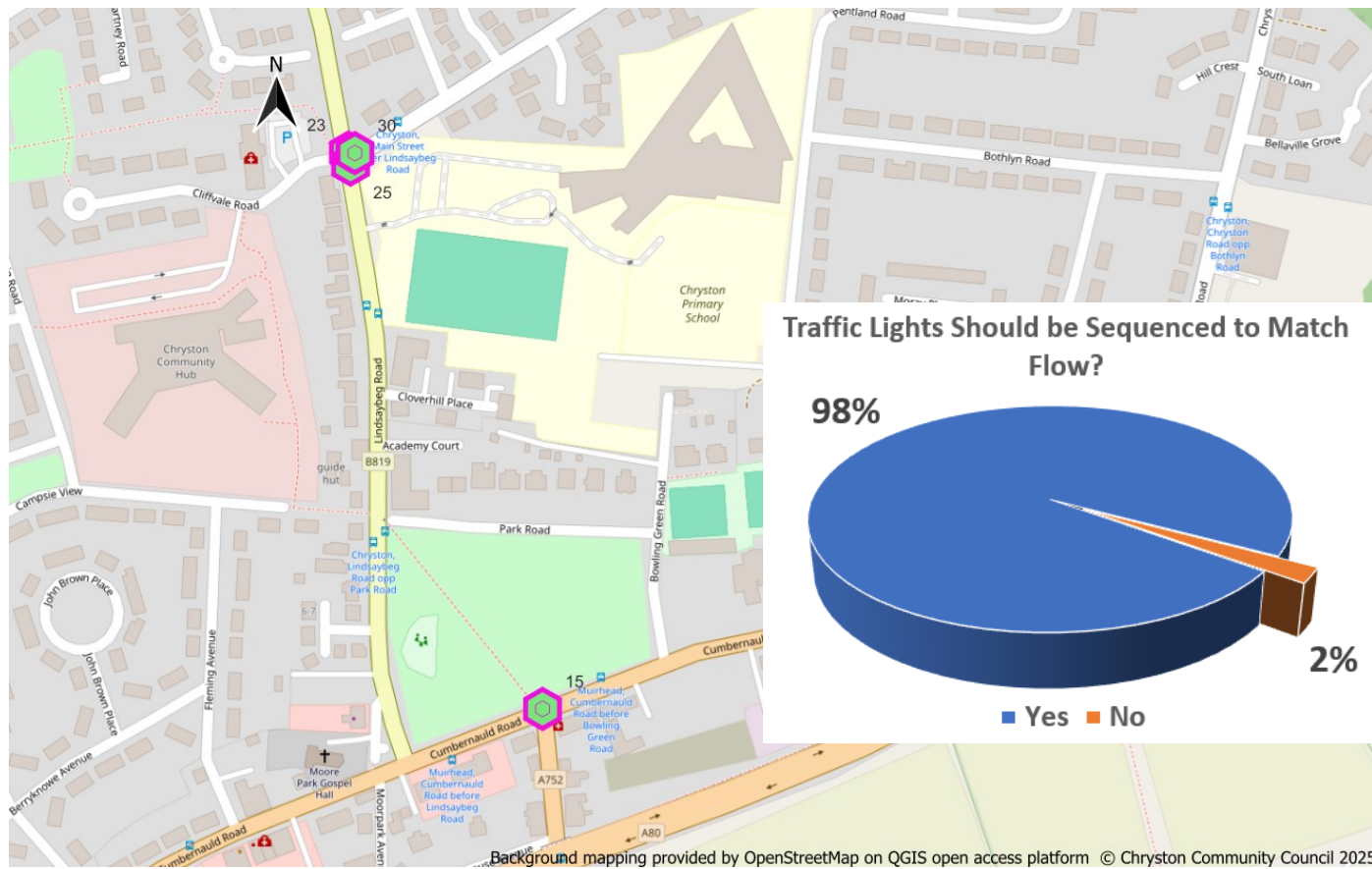


FIGURE 16 - TRAFFIC LIGHTS

Road Improvements

Link Roads

Significant growth in the area, without corresponding investment in the road network, has created a situation where congestion, noise and declining air quality have become daily realities. As traffic volume increases, the existing roads are no longer capable of handling demand, leading to frequent grid-lock that affects residents, businesses and emergency access. Many vehicles, including HGVs, bypass main routes, choosing to pass through the village, turning local streets into unintended through-roads and exposing pedestrians to unnecessary safety risks.

Constructing new link roads offers a strategic and long-term solution by providing alternative more direct routes that divert traffic away from the village centre. These connections would not only ease pressure on the



FIGURE 17 - PROVIDE DIRECT LINK TO CUMBERNAULD ROAD FROM NEW BUILD AREAS TO ACCOMMODATE RESIDENT TRAVEL NEEDS

current village roads, they also have the potential to reduce journey times, improve overall traffic flow and promote a net reduction in levels of pollution.

Crucially, they would restore Chryston and Muirhead as a place for people rather than a traffic corridor. By reducing noise, cutting emissions and improving safety, link roads would help rebalance the relationship between development and infrastructure. As the community continues to grow, investing in these connections is essential to protect quality of life, support sustainable transport planning and so ensure that the road network can meet both current and future needs.

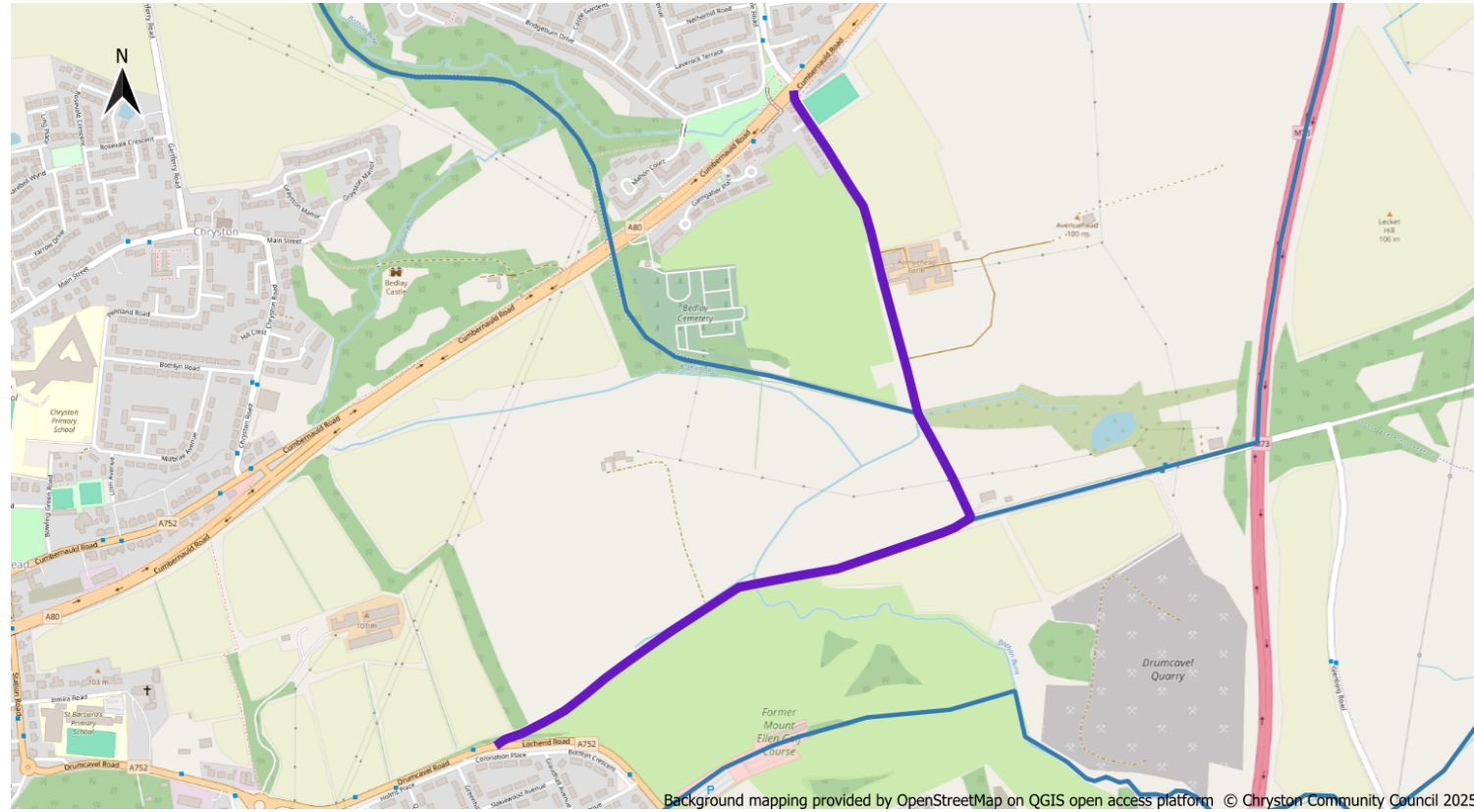


FIGURE 18 - PROVIDE LINK FROM MOUNT ELLEN TO CUMBERNAULD ROAD AT MOODIESBURN

The current exit for Muirhead on the M73 North is at Junction 2A Gartcosh, which takes all traffic including heavy goods vehicles through the pinch point at Station Road. The next exit, Junction 3 currently signposted for Moodiesburn, is a more appropriate exit for traffic to reach Muirhead.

Most locals are aware of this and save time and reduce congestion by utilising the underused A80 to access Chryston and Muirhead, but the motorway signage and associated mapping apps still direct traffic off the motorway at Junction 2A rather than Junction 3.

***Alignment with NPF4 / 15 LOCAL LIVING + 20 MINUTE NEIGHBOURHOODS, NPF4 / 18
INFRASTRUCTURE FIRST, NPF 4 / 13 SUSTAINABLE TRANSPORT***



Environment Improvements & Protection

The villages have seen a significant loss of greenspace due to new housing developments meaning the remaining greenbelt areas that prevent coalescence with neighbouring villages are hugely valued by residents. These spaces are not only vital to the health and wellbeing of communities, they also present a vital and limited resource to halt species loss and tackle the climate emergency.

As such this plan requests that:

- All existing greenbelt designation as shown in the current LDP Promote Map 7.2 is retained and no further releases are considered in either the Housing Land Supply Audit or the new NLLDP2 and that housebuilding is directed to brownfield/derelict sites.
- Existing natural spaces are protected and improved including the core path network and off road active travel solutions through partnerships with local landowners and community bodies.

Alignment to The Plan for North Lanarkshire - Improve the health and wellbeing of our communities.

***Alignment with National Planning Policy NPF4 / 3 BIODIVERSITY, NPF4 / 4 NATURAL SPACES
NPF4 / 6 FORESTRY, WOODLAND AND TREES NPF4 / 8 GREEN BELTS***

Alignment with Local Planning Policy:

PROM LOC 4 Deliver green network improvement opportunities identified in the Area Strategies.

PROT A Natural Environment & Green Network Assets

PP 4 Green Belt Protect setting of communities,

AD 4 Green Belt Assess the amount of development proposed is appropriate



Environment Improvements & Protection

Protect remaining Green Space

Rapid development over a short period has placed significant pressure on the character, identity and liveability of the area, making the retention of the remaining parkland not just desirable but essential. This green space sits at the heart of the village, offering a natural counterbalance to the growing density of housing and infrastructure.

As one of the few undeveloped areas left, it plays a vital role in providing essential free play areas where children can explore, socialise and be active without cost or restriction. In a community where new development can often feel exclusive or inaccessible, the parkland stands as a shared asset that embodies inclusivity, welcoming residents of all ages, abilities and backgrounds. Such environments have been shown to support both physical and mental wellbeing.

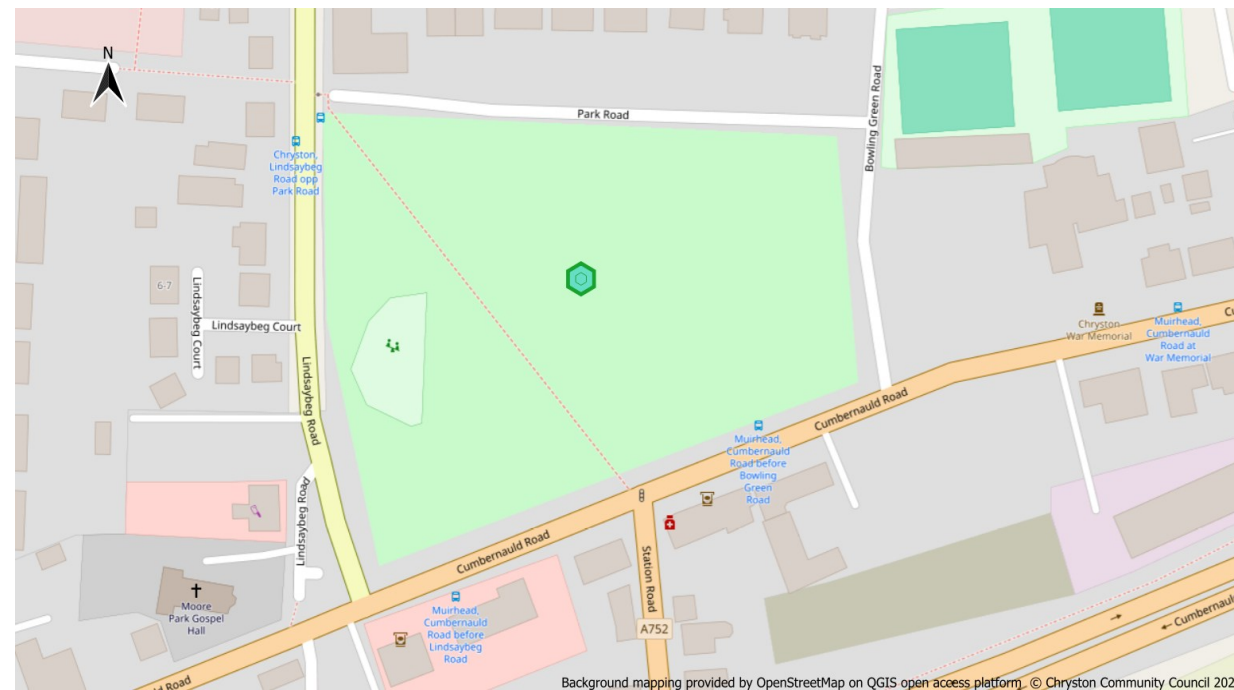


FIGURE 19 - PROTECT REMAINING GREEN SPACE

Losing this space would mean erasing one of the last communal environments that truly belongs to everyone. Protecting the parkland ensures that, even as the area grows and evolves, the community

retains a place that reflects the origin of the village, supports healthy living and maintains the balance between built development and natural landscape that is crucial for a thriving, cohesive village.



Summary

The following actions are suggested:

- Additional formal crossing points.
- Provide links between existing cycle paths.
- Installation of additional drop kerbs to promote access for walking/cycling/wheeling.
- More proactive enforcement of parking legislation.
- Introduction of resident parking zones and limited duration spaces.
- Addition of a Park-and-ride facility.
- Re-open Garnkirk station.
- Traffic lights sequences should be adjusted to accommodate and ease the flow of traffic.



- The area be redesignated as a statutory 20 mph zone.
- The area should be designated as unsuitable for HGVs.
- Time restricted delivery zones which temporarily prevent non-commercial parking to allow deliveries to local businesses.
- Protect remaining greenspace within the village and in its surrounds - direct housing development should be directed to brownfield sites.

Acknowledgments

Many thanks to North Lanarkshire Council for taking this report on board. We hope that the information within is utilised in the way that it is intended.

Thanks to all who contributed their time to express their opinions and concerns which we hope have been captured within the report. Thanks to your interaction with the various consultations, you have shaped the content of the document and as such, the findings reflect the opinions of residents of the area. Additional thanks go to those who provided photographs for inclusion. These include those who took part in the 2024 Chryston Community Council photography competition, specifically Caleb Ferguson (Scooter kid, p38), Hayley MacKenzie (Bee on flowers, p28), Helenor Fisher (Tree at Sunset, p 38.) and Jim Gray (Miner, Auchengeich Memorial, p41). All other photos D. Harris and C. Little.

Additional thanks go to the National Library of Scotland for the source map on page 3 which provides historical context for the area.