

East Dunbartonshire Council Active Travel Strategy 2015-2020

Draft Strategy September 2015



sustainable thriving
East Dunbartonshire Council
www.eastdunbarton.gov.uk



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Convenor, Development and
Infrastructure Committee

Foreword

I am delighted to present this draft Active Travel Strategy for East Dunbartonshire. Participation in active travel –journeys powered by physical activity – brings many benefits to us all. Our health and wellbeing, climate and environment, and economy all benefit from increased active travel, in particular cycling and walking. Furthermore, increased active travel can reduce inequality through improved access to jobs and services and a modal shift from private car use to walking or cycling reduces congestion and creates better quality places.

East Dunbartonshire already has a number of cycling and walking routes across the area, ranging from the international to local in their renown and use. They include the West Highland Way, Strathkelvin Railway Path, John Muir Way, Thomas Muir Heritage Trail, Clyde Coastal Path, Forth and Clyde Canal towpath amongst others. These routes link our communities with our assets – the Campsie Fells, Antonine Wall, Mugdock Country Park, town centres, train stations, villages, community hubs and schools. Some excellent projects have already been delivered and are currently underway which are providing a better network thanks to partnership working with the likes of Strathclyde partnership for Transport (SPT), Sustrans, Cycling Scotland, Scotrail. In particular, SPT and Sustrans have contributed funding crucial to the delivery of the projects that are enabling increased active travel our communities.

We have very much to be proud of but there are always improvements that can be made. At present there are low levels of participation in walking and cycling in East Dunbartonshire; below the national average and targets set by the Scottish Government for 2020.

This draft Active Travel Strategy aims to build on these assets, the existing network and address existing challenges to facilitate an increase in walking and cycling and to deliver a connected network of routes. A range of infrastructure and behavioural change projects which will contribute towards achieving this are detailed throughout the draft strategy. Furthermore, the draft Strategy presents a framework and sets a direction for partnership working across the area. The current economic climate increases the need to ensure multiple benefits are realised and that projects demonstrate good value for money. The development of this draft Active Travel Strategy has been informed by early engagement with stakeholders and communities through workshops and a survey. It has also been guided by the cross party members – Transport Working Group.

I am grateful to all those who have helped to inform the Strategy to date.

The publication of this draft Strategy provides an opportunity for communities and stakeholders to comment on its content before the final version of the strategy is published and formally adopted. I would strongly encourage you to consider this document and provide your views as the Strategy will guide the direction of active travel in East Dunbartonshire for the next five years.

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I. Introduction

I. Introduction

I.1. What is the draft Active Travel Strategy?

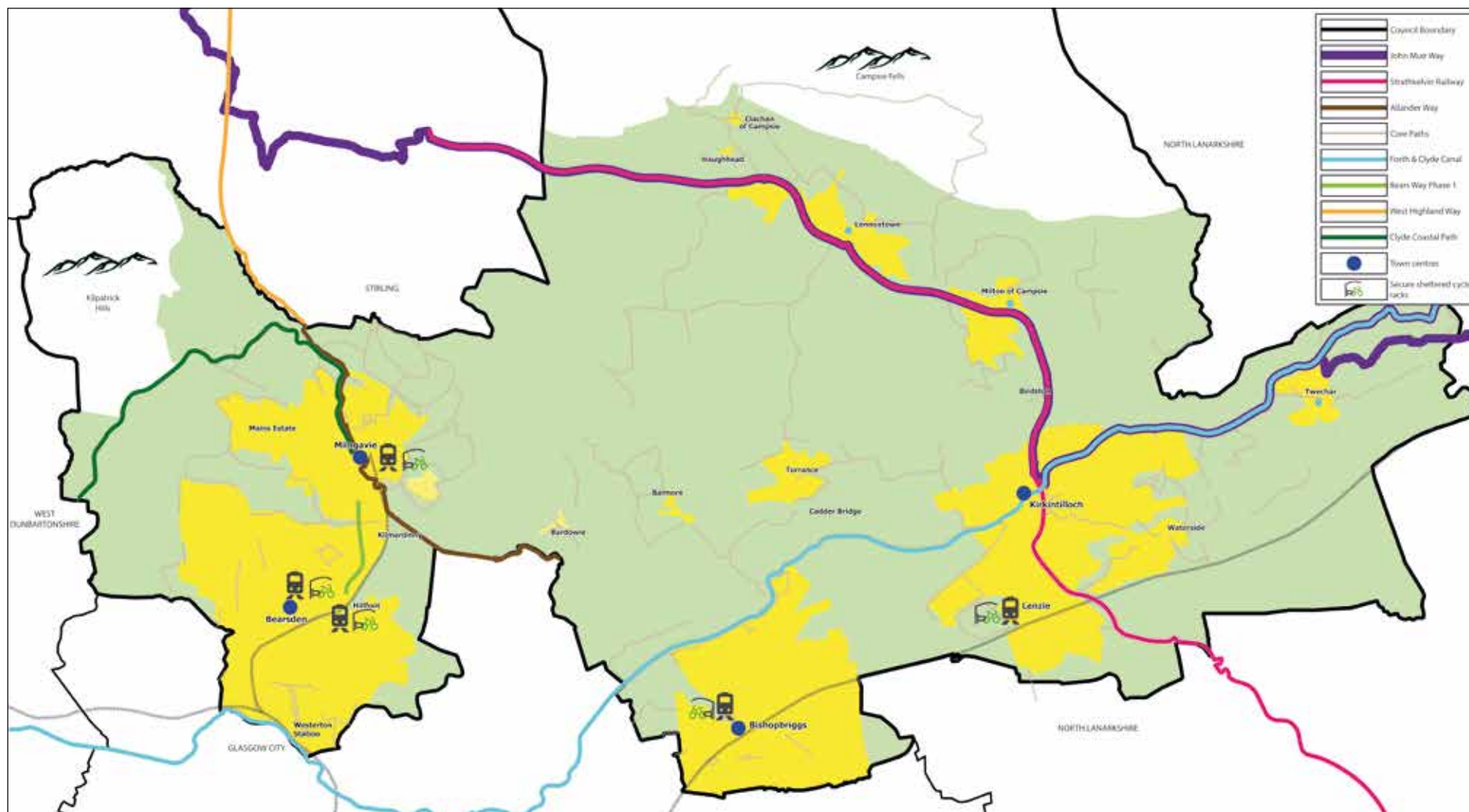
This is the first Active Travel Strategy (ATS) for East Dunbartonshire. The ATS supplements the current Local Transport Strategy (LTS) 2013-2017 and sets a framework and evidence base for proposed programmes of active travel projects in East Dunbartonshire. The ATS is a strategy for increasing participation in active travel in East Dunbartonshire spanning five years and will complement and deliver on transport objectives and interventions within the current Local Transport Strategy and feed into the next LTS. The strategy sets out an action plan, accompanied by a map of proposed enhancements, outlining a range of coordinated projects which deliver multiple benefits and value for money for the area. These projects will also contribute towards the delivery of the Community Planning Partnership's Single Outcome Agreement (2015-2018) and work towards delivering national and regional government priorities at a local level.

The programme of interventions and approaches is derived from a robust evidence base, including route audits, desk studies, stakeholder consultation workshops and an online public survey. This work was carried out by East Dunbartonshire Council and Capita. Capita's background report can be found at www.eastdunbarton.gov.uk/activetravelstrategy and it is referenced throughout this strategy where further information can be found.

This Strategy compliments a range of committed projects being delivered by the Council with its partners. These include:

- A803 Active Travel (Including Bus) Design.
- Active Travel Corridor BRR Phase 4 Final Design.
- Bishopbriggs (Westerhill to Lenzie) Cycleway feasibility Study.
- Canal Towpath Upgrade (Kirkintilloch/Twechar).
- Healthy Habits signage - Bearsden and Milngavie.
- Lenzie Station/Travel Hub design.
- Modelling/Design of further phases of Bears Way.
(To include cycle route between Kessington and EDC/Glasgow boundary.)
- Milngavie Station/Travel Hub.
- Kirkintilloch Town Centre Masterplan: Cowgate Street Design project
(interventions outlined for Town centres in the Local Transport Strategy will be delivered through this scheme)
- Strathkelvin Way Upgrade, Lenzie to North Lanarkshire boundary.

The Strategy also builds on the existing network of cycling and walking routes in East Dunbartonshire which are shown in Map 1.



Map I: Existing network of cycling and walking routes in East Dunbartonshire.

1.2. What is active travel?

For the purposes of this strategy, active travel can be defined as: making a journey using a mode of transport powered by human physical activity. Usually this refers explicitly to walking and cycling although running, scooting or any other form of transport where physical activity is involved is classed as active travel.

1.3. Benefits of active travel

The benefits of Active Travel are well documented and acknowledged. The actions included in the action plan aim to realise these benefits in East Dunbartonshire and form the characteristics of the area presented in the ambition statement.

The benefits of increased active travel include but are not limited to:

- Modal shift for commuting (on and off road)
- Growth of active travel leisure and tourism – economic development benefits
- Improved health
- Mitigation of Climate change through reduced CO2 emissions
- Improved air quality through reduced car use
- Increased attractiveness for economic development activity and as a place to live and visit
- Creation of better quality places for people by reducing priority of motor vehicles on streets
- Improved connectivity to town centres, green network assets and residential areas
- Reduces Inequalities/deprivation through access to jobs and services
- Reduce road congestion

The benefits described above can be achieved by increased active travel participation rates and stand to have a significant positive effect on quality of life in East Dunbartonshire. These benefits also make a positive contribution to achieving the East Dunbartonshire Single Outcome Agreement (SOA).

1.4. What is in this draft Active Travel Strategy?

A policy context is provided in section 1.6. This section identifies national, regional and local policies and priorities related to planning, transport and active travel set out by the Scottish Government, SPT, the Council and other relevant organisations and explains how the Council's Active Travel Strategy aligns with these.

The 'Partners and Consultations' section outlines the extensive consultation procedure that has formed development of the strategy. A summary of three stakeholder workshops and the online public survey and its outputs is provided which describes the processes, topics discussed and the opportunities people from various stakeholder organisations had to put forward their ideas and opinions into the development of the strategy.

In order to identify the base conditions for active travel in East Dunbartonshire, the 'East Dunbartonshire's Current Active Travel Network' section describes and details the extensive network review carried out and subsequent gap and issue analysis of the network. Furthermore an analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT) was carried out, identifying opportunities for developing the current network to capitalise on its existing strengths but also remedy major gaps.

Following the network review is the draft Action Plan in Section 3.1. The plan is divided into two sections and presented in a tabulated format. Table 1 presents the infrastructure actions relating to the physical network and regulatory environment. The column headers in the tables describe what the actions are (Action), how they will be delivered (Approach), why they are included (Rationale), who will deliver the actions (Partners) and when they can be delivered (Timescales).

The second table in the action plan relates to actions focussed on behavioural change rather than physical infrastructure. This aspect of the plan includes actions related to provision of training, promotional activity, information provision and campaigns with a view to increasing levels of active travel participation.

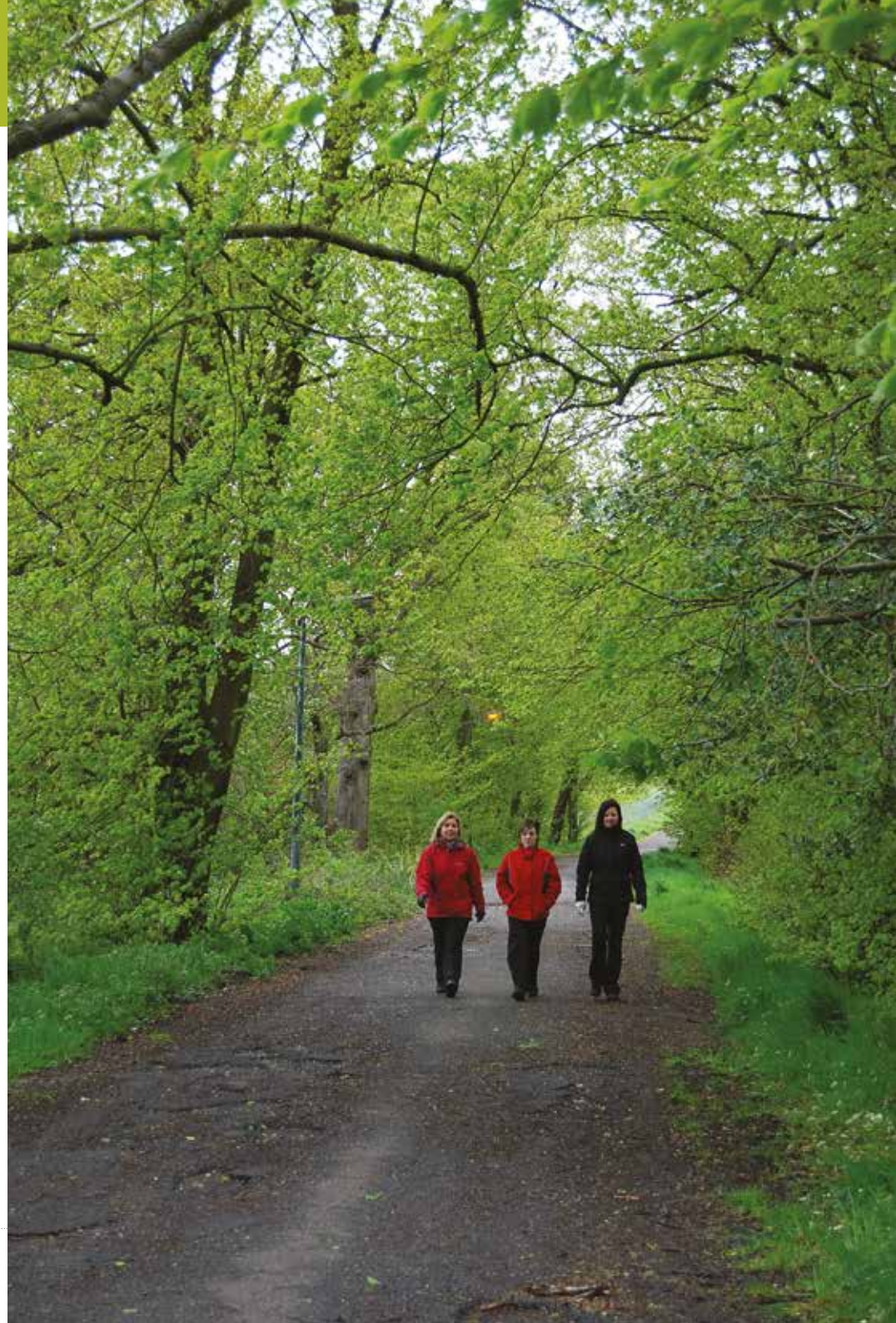
Finally section 5 outlines how the ATS will be delivered including the range of considerations that must be taken before delivery of the actions. This section will also outline the monitoring process for the strategy.

1.5. How to Get Involved

East Dunbartonshire Council would like to gain input from as many people as possible in developing the Active Travel Strategy. This is open to all, and is not limited to those living in a particular area or who do not participate in Active Travel at present.

The consultation period for submitting responses is open between 26 August and 7 October. You can make comment and find out more by doing the following:

- Visit a public 'drop-in' session. No invitation or pre-booking is required, simply drop in to view the draft Strategy and ask questions of Council Officers regarding the strategy's content. Sessions will take place at Allander Leisure Centre from 3pm – 8pm, Monday 21 September and Bishopbriggs Memorial Hall from 3pm – 8pm, Wednesday 23 September.
- Contact an officer directly by emailing development.plan@eastdunbarton.gov.uk or calling 0300 123 4510 and asking for the Land Planning Policy team.
- Provide a response by completing a questionnaire. This will be available online at www.eastdunbarton.gov.uk/activetravelstrategy, however paper questionnaires can be collected at the drop-in session or sent to you by post on request.
- To Request a paper copy of the questionnaire please call 0300 123 4510 and ask for the Land Planning Policy Team. Paper responses should be returned to: Land Planning Policy Team, Southbank House, Strathkelvin Place, Kirkintilloch, G66 1XQ.



1.6. Policy Context

There are several strategies at national, regional and local levels that provide a policy context for this Active Travel Strategy (ATS). The Council's ATS is aligned with these documents in order to ensure a consistent approach to achieving these collective goals. The aims of this strategy and the actions set out in section X will therefore contribute to the delivery of national, regional and local policy objectives. The various national, regional and local policy documents are set out below.

National Policy		
A Long term Vision for Active Travel in Scotland 2030 (Transport Scotland - 2014) <ul style="list-style-type: none"> Presents a vision for Scotland with walking and transport as most popular choice of transport, particularly for everyday shorter journeys. Once this is achieved: <ul style="list-style-type: none"> active travel will be the norm; roads will be quieter and safer; and there will be lower speed limits in rural and suburban minor roads and segregated cycle provision; there will be continuity of routes which link destinations; there will be comprehensive active travel networks and a well-maintained walking network; on-road facilities will be segregated with appropriately-signed minor roads; junctions will be designed with pedestrians and cyclists in mind; and there will be widespread integration with public transport. Focuses on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning. ATS seeks to deliver these ambitions at a local level 	Cycling Action Plan for Scotland (CAPS) (Transport Scotland - 2013) <ul style="list-style-type: none"> Sets a target that 10% of everyday journeys will be by bike by 2020. Sets out 19 actions to deliver this change relating to infrastructure improvements, promotion of active travel and behaviour change projects. ATS will seek to deliver on these actions. 	National Planning Framework 3 (NPF3) (Scottish Government - 2014) <ul style="list-style-type: none"> Identifies a national long-distance walking and cycling network as a National Development in order to support active travel, recreation and tourism, health and wellbeing Encourages Local Authorities to develop exemplar walking and cycling friendly settlements ATS will ensure that the national network that passes through East Dunbartonshire is systematically improved and extended.
National Transport Strategy (Transport Scotland) <ul style="list-style-type: none"> Includes three strategic outcomes to improve journey times and connections, reduce emissions to tackle climate change, improve quality accessibility and affordability of transport. ATS will aim to deliver these objectives in East Dunbartonshire as relevant to active travel. 	Active Travel, Active Scotland – Our Journey to a Sustainable Future (Cycling Scotland, Sustrans, Living Streets Scotland, Paths for All Scotland and Transform Scotland - 2012) <ul style="list-style-type: none"> Advocates investment in active travel and sets out evidence base on the benefits of active travel States that 1% of short trips are made by bicycle and 23% by foot. Sets a target that 10% of all journeys by bike and 25% of all journeys by walking by 2020. Sets a series of actions relating to the National Cycle Network, training for P6 pupils, Core Path Plans and traffic free cycle lanes. ATS will work towards achieving these actions in East Dunbartonshire. 	Scottish Planning Policy (SPP) (Scottish Government - 2014) <ul style="list-style-type: none"> Sets out national policy for design and transport ATS reflects SPP through use of existing infrastructure, prioritising people over vehicles and promoting innovative, well designed solutions to meet the aims set out in Section 270 "A connected Place"

Regional Policy

- A Catalyst for Change: Regional Transport Strategy (RTS) 2008 – 2021 (Strathclyde Partnership for Transport (SPT) - 2007)

- Presents a vision for 'A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all'
- Sets out a objectives relating to Safety and Security, Modal Shift, Excellent Transport System, Effectiveness and Efficiency, Access for All, Environment and Health, and Economy, Transport and Land-use Planning
- ATS will aim to deliver these objectives in East Dunbartonshire as relevant to active travel.

Glasgow and Clyde Valley Strategic Development Plan (SDP) (Clydeplan - 2012)

- The SDP is a strategic level document with a spatial vision of the Glasgow City region to 2035 with a spatial development strategy
- A strategic priority is transition to a low carbon future which supports growth of sustainable transport including active travel.

Local Policy

Single Outcome Agreement (2015 – 2018)

- The Single Outcome Agreement sets out the outcomes and priorities that will be delivered for the communities of East Dunbartonshire by the Community Planning Partnership. The partnership includes the Council and a number of other organisations (for more information see www.eastdunbarton.gov.uk/content/council_and_government/community_planning.aspx) to ensure that all organisations with a role in delivering services for the local community come together to provide the best for the people of East Dunbartonshire.
- Active Travel has the potential to play a significant role in delivering the outcomes of the SOA and the implementation of this strategy will contribute significantly to realising the SOA vision and long term outcomes set out below.
SOA Vision: "Working together to achieve the best with the people of East Dunbartonshire Long-Term Outcomes:
 - We have reduced inequality and disadvantage across East Dunbartonshire
 - Our communities are more engaged in the design of services
- The SOA also has a number of local outcomes and this Active Strategy will support the following outcomes in particular:
 1. East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base.
 3. Our children and young people are safe, healthy and ready to learn.
 4. East Dunbartonshire is a safe and sustainable environment in which to live, work and visit; and
 5. Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced.

Local Plan 2 (EDC 2011) and Emerging Local Development Plan (LPD)

- The Proposed LDP Sustainable Transport Section (4), outlines the Council's intention to deliver an integrated approach to development, land use and transport. New developments are required to be served by excellent public transport and active travel infrastructure
- Development Proposals are to include all infrastructure to mitigate against adverse effects of development on the transport network including:
- Active travel infrastructure that enables active travel for commuting or leisure purposes and which is linked to the core and established path networks. The Kirkintilloch Masterplan is supplementary planning guidance to the Local Plan 2 which will be carried over to the emerging LDP

Open Space Strategy (EDC 2015)

The OSS outlines a range of access/path improvements to the following locations:

Bearsden

- Colquhoun Park
- Roman Park
- Cluny Park
- Westerton Park
- Templehill Woods
- Cairnhill Woods
- St. Germain Loch

Milngavie

- Milngavie Reservoirs
- Lennox Park

Bishopbriggs

- Hilton Park
- Meadowburn Park
- Low Moss
- High Moss

Torrance & Balmore

- West Balgrochan Marsh
- Kelvin Valley Way

Lenzie

- Christine's Way, Greenwood to Park Burn
- Park Burn
- Millersneuk Marsh LNCS

Twechar

- Twechar Public Park
- Shirva Glen

Lennoxtown, Milton of Campsie, Clachan of Campsie and Haughhead

- Station Road Playing Fields
- Redhills Woodland
- Consider access opportunities in any proposals to address the four play parks in **Kirkintilloch** considered not fit for purpose during the Open Space Audit.
- Implement key recommendations in the approved Antonine Wall World Heritage Site interpretation plan and access strategy including improving signage, interpretation, visitor information, access routes and visitor facilities at individual sites along the Wall. The strategy will deliver a programme of improved accesses to open spaces and enhanced open spaces which will be complemented by the emerging Green Network Strategy.

Local Policy

East Dunbartonshire Local Transport Strategy 2013 – 2017 (East Dunbartonshire Council (EDC) 2013)

- Sets out evidence base for series of transport interventions – notes East Dunbartonshire's ageing population, low unemployment and high car ownership
- States that 3% of ED's population walk to work, 10% lower than the national average, and only 1% cycled to work.
- Reviews active travel in the area including condition of infrastructure and usage figures and priorities identified through consultation
- Sets out a series of actions to improve infrastructure for active travel including:
 - Development and Implementation of a Cycling Strategy.
 - Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards
 - Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal
 - Identify and develop the appropriate infrastructure such as improved off road surfacing, routing and on road/junction priority measures to encourage cycling in rural areas of East Dunbartonshire
- This ATS will take forward the active travel element of the Local Transport Strategy

Economic Development Strategy (EDC 2013) and Emerging Economic Development Strategy

- The EDS is an update of the previous Economic Development Framework (2007) and publishes a statement of overarching strategic priorities.
- Focus on local assets to aid recovery from economic downturn.
- Strategic Priority 1 – Support the growth of ED's competitive and diverse business base
- Strategic Priority 2 – Support development, diversification and growth of town centres within east Dunbartonshire and capitalise on the area's tourist, leisure and natural assets.
- Strategic Priority 3 – Ensure the key enablers of the economy are in place to support business to aid economic recovery and growth providing access to employment opportunities for East Dunbartonshire's workforce

Emerging Green Network Strategy (EDC)

- The GNS will deliver a comprehensive strategy for protection, enhancement of the integrated, multifunctional system of corridors and stepping stones of open spaces providing habitat connections for biodiversity and access connections for people.
- The strategy will:
- Map the existing network and identifies gaps
 - Establish opportunities to enhance and improve the existing green network including on vacant and derelict sites, fragmented habitat and underperforming greenspaces.
 - Identify priority areas for expansion of the network to realise a range of benefits including improved habitat connectivity, increased active travel and improved access to greenspace, enhanced health and wellbeing, and adaptation to the effects of climate change.
 - Access and active travel will form a key component of this Strategy
 - ATS will influence and be influenced by the emerging Green Network Strategy

Local Policy		
EDC Core Path Plan <ul style="list-style-type: none"> Aims to ensure that key routes are recorded and access is promoted through the area by foot, bicycle, horse or any other non-motorised means. Presents a network of well used routes across the region designed to be as unrestricted as possible, although not all the paths cater for every user. Explains that Core Paths should be fit for purpose; make circular routes and comprehensive networks, provide access and links and connect to the wider national network across boundaries. ATS will support the network of Core Paths through the action plan by expanding and maintaining the existing routes. 	Emerging Culture, Leisure and Sport Strategy (EDC) <ul style="list-style-type: none"> Sets out the direction for culture, leisure and sport for at least the next five years by establishing an overarching ambition for provision within the area. The strategy is the vehicle which links relevant national and local outcomes/ objectives with the day to day activities of culture, leisure and sport and improvement on-the-ground. CLS is partly driven by Active Scotland Outcomes Framework describes the Scottish Government's ambitions for sport and physical activity Highlights need for physical activity regardless of method ATS will facilitate further physical activity and complement work and strategic priorities delivered through the CLS 	

Further detail on all these policy documents can be found in the Capita Background Report (p5).

By considering all the aims of the national, regional and local policy, common themes can be identified:

- Improve social and health inequawlties
- Support economic and tourism growth through improving accessibility and the quality of our places.
- Induce modal shift
- Improve access and affordability through enhanced infrastructure and provision of multi-modal hubs.
- Utilise existing infrastructure where possible
- Incorporate high-quality, innovative design principles
- Enhance and preserve the natural environment, including the reduction of emissions and delivery of the green network.
- Build on existing networks and assets

The policy review identifies East Dunbartonshire as an area characterised by high car ownership and usage, with a corresponding low level of Active Travel participation. The vision presented for Scotland is considered ambitious, this is particularly so for East Dunbartonshire, with current participation levels below national averages. In order to address these challenges the ATS will aim to align itself with national, regional and local policy and increase active travel participation.

1.7. The Ambition – what does success look like?

East Dunbartonshire already enjoys a wealth of natural, green network assets, excellent public transport links and residents benefit from an overall, very high quality of life. This Active Travel Strategy will set the framework for enabling active travel and allowing residents and visitors to improve their health, enjoy their area more whilst also generating multiple benefits for the area as a whole.

The benefits of active travel are well documented and often repeated, however clarity of purpose is easily overlooked. It is important to define the goal for active travel in the region. Clearly, East Dunbartonshire Council recognises that increased active travel participation is desirable but for the strategy to be focussed on enabling active travel and delivering results, it is necessary to define what success looks like in the local context.

The ambition for this strategy for East Dunbartonshire as a place, is defined as:

“East Dunbartonshire is a place where walking and cycling for everyday journeys is a convenient, safe and attractive choice for residents, commuters and visitors.”

This ambition defines a place where walking and cycling is facilitated with three considerations in mind for both local residents and visitors to the area. The Active Travel Strategy's ambition for East Dunbartonshire is as a place where people regularly walk and cycle for short journeys whether for commuting or leisure purposes, as a place where it is easy and pleasant to walk or cycle to public transport infrastructure to transfer to another mode for another longer journey but also where there is supportive infrastructure to allow another option to use active travel for longer, cross boundary journeys should people so wish. Implicit in the vision is that the Council is actively seeking to create a place where active travel is a natural and desirable choice and not merely an inferior alternative to private car journeys.

For this ambition to be successful and for journeys to be attractive and natural, multiple measures are required. Provision of good walking and cycle friendly infrastructure is important but if the urban environment which people have to navigate for their journey is unpleasant; characterised by poor air quality, noise pollution and the perception of poor safety, it is likely the ambition will not be realised. Thus it is important to consider the wider environment and conditions for the pedestrian and cyclist overall and ensure that the urban and rural environments in East Dunbartonshire are attractive and desirable places to walk and cycle.



1.8. Aims and Objectives

This Strategy has the following aims:

- 1 Facilitate an increase in the proportion of everyday journeys made by walking and cycling for commuting or leisure purposes in East Dunbartonshire.
- 2 Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards.
- 3 Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

Aim 1: Facilitate an increase in the proportion of everyday journeys made by walking and cycling and also for commuting or leisure purposes in East Dunbartonshire.

The strategy's first aim focuses on increasing a number of journeys made by walking and cycling and explicitly mentions the need to facilitate journeys, which implies carrying out works to actually enable active travel.

While the Council intends to enable daily journeys for commuters based on analysis of workers' daily travel habits, there is also a vision to draw walkers and cyclists to East Dunbartonshire for leisure and tourism purposes. East Dunbartonshire already enjoys many natural and cultural assets such as the Campsie Fells and excellent parks, with the enviable position of two National Cycle Routes traversing the area, a natural next step is to encourage and enable visiting walkers and cyclists to enjoy the area.

Aim 2: Deliver a connected network of active travel routes and infrastructure.

The second aim explicitly mentions delivery of a more connected network and reduces the risk of the strategy generating projects which fail to address gaps in the existing network. This aim also ensures that infrastructure which increases the effectiveness of routes like signage, dropped kerbs and crossing points is maintained and delivered effectively in order to supplement new routes. Successful delivery of this aim is likely to act as an enabler for those on the margin considering using active travel for everyday journeys and is likely to make a positive contribution to delivery of the overall vision for active travel in the authority area.

Aim 3: Facilitate delivery of behavioural change, through activities such as training and promotion of active travel

The third aim acknowledges the need to make active travel easier for people to undertake in order to deliver widespread behavioural change. This aim identifies that measures such as programmes of training and promotion need to be carried out in tandem to ensure both those who require training and those who simply need more information to enable them to walk or cycle more are enabled.



2. Partners and Consultations

2. Partners and Consultations

The development of this draft Active Travel Strategy has been informed by early engagement with stakeholders and communities through workshops and a survey. A range of different stakeholders and communities have been involved in the engagement to date, representing a range of different active travel users and organisations who both directly provide active travel infrastructure as well as others which have important associated roles in helping to facilitate active travel.

2.1 Stakeholder Workshops

During the strategy's development, Capita delivered three stakeholder workshops in order to inform the content of the strategy and gather comments and views from stakeholder groups on the identified issues, aims and objectives, priorities and emerging options.

The workshops allowed for presentation and discussion of statistics on active travel, a policy context for the project, assessment of aims and objectives and provided stakeholders with an opportunity to have their say on the strategy's emerging priorities. The workshops also provided participants an opportunity to discuss the relative merits of emerging options from the draft list of actions. Participants split into groups and assessed each strategy option against five criteria. A scoring system was employed in order to establish participants' views on the potential effectiveness of the options but also to establish an element of priority.

Attendees included representatives from a diverse range of organisations including: Community Councils, Residents Associations, NHS, Police Scotland, SPT, Cycling Scotland, Scottish Natural Heritage, Paths for All, Go-Bike, Sustrans, Tesco, Scottish Enterprise, Stirling Council, Scottish Canals, Scottish Enterprise, Visit Scotland, Bearsden and Milngavie Ramblers, Central Scotland Green Network partnership and CTC.

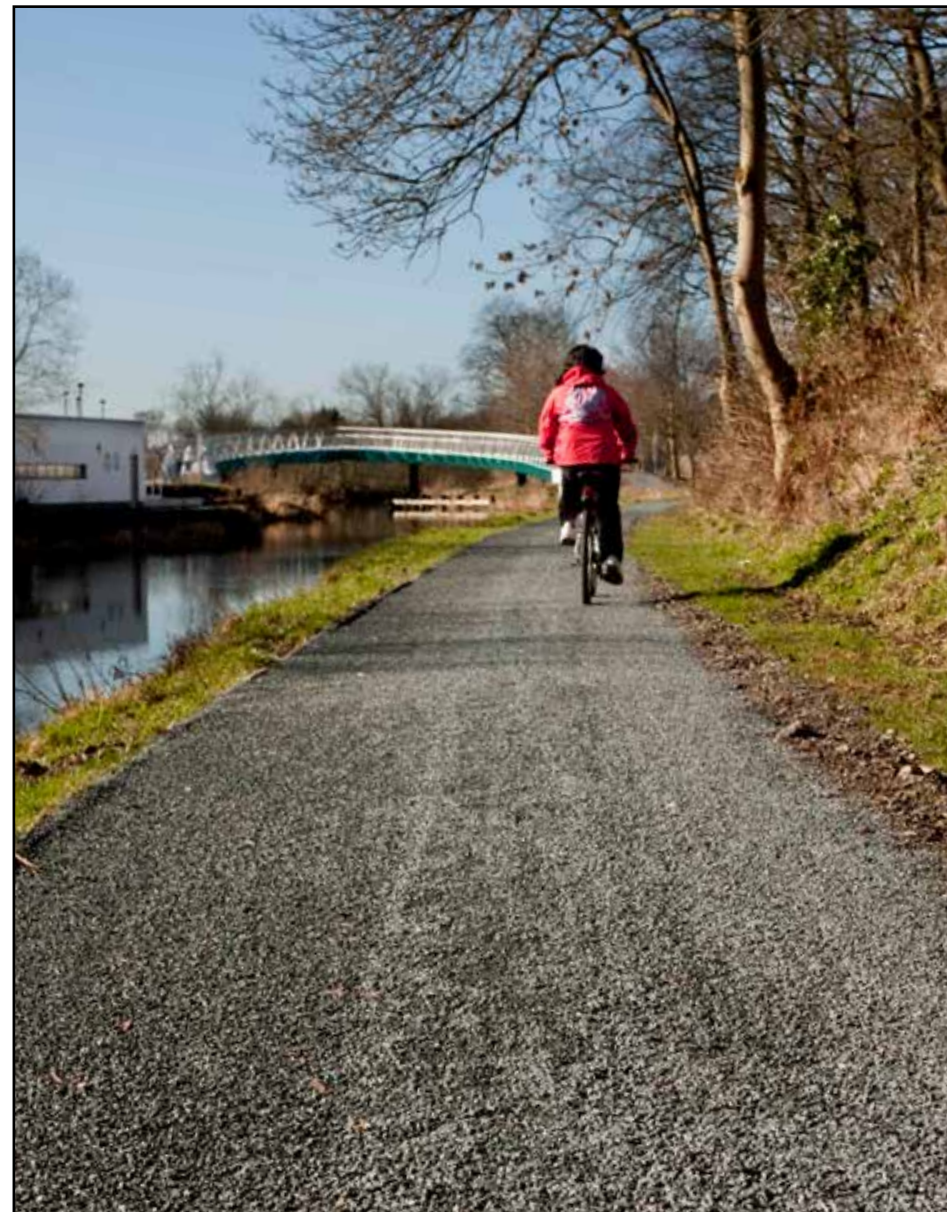
After the workshop Capita collated the results which generated weighted scores which summarised how the options were perceived by participants.

Further detail of the workshops is provided in appendices, along with full list of attendees. The options appraisal matrix is available in the Capita Background Report.



2.2 Online Survey

Stakeholders were invited to submit responses to an online survey, which was opened up for responses for a period of four weeks during June and early July. The survey sought information on many areas which informed the development of the Strategy, including on high level issues - such as 'the ambition' setting the direction for the strategy, the aims and objectives - as well as gathering information on locally specific opportunities and gaps in the active travel network. The survey was completed by over 150 respondents and provided a good balance of stakeholders from different areas and active travel backgrounds. The survey has provided productive input in relation to a wide range of issues that has assisted the development of actions in the Strategy.



3.3 Key Themes

A wide range of information was gained from this range of engagement, however the key themes identified in responses from stakeholders are provided below:

- **Expanding the network** with new cycle and walking routes, both within towns and the countryside and dedicated for active travel use to avoid conflict with motor vehicles. The network needs to be continuous without dead-ends. All new developments should integrate dedicated active travel routes which connect to the network.
- **Improving network quality**, including in relation to the environment and safety. The prioritization of active travel along shared transport corridors was strongly supported. Cycle lanes were a very popular suggestion, as was widening narrow sections of footway along roads and a greater number of crossing places.
- **Maintaining the network** to a high standard, for example ensuring good quality surfaces along cycle routes, pathways and pavements as well as reducing vehicles parking on cycle lanes and footways along roads – especially around schools.
- **Better connections from the network to destinations.** This particularly related to connections to public transport, but also to town centres, the Strathkelvin Retail Park, heritage assets such as the Antonine Wall and Forth-Clyde Canal, as well as parks and the countryside.
- **Increasing and improving facilities** that assist and enable active travel, for example providing seating along long distance routes. Changing facilities and bike storage particularly sought – especially at train stations and town centres.
- **Improving awareness** of active travel and the network. In particular, consistent branded signposting to main routes and destinations, such as the Campsies, combined with reduction of competing sign clutter.
- **Behaviour change** amongst a wide range of parties. This included creating a modal shift in the culture of all society to increase sustainable and active travel whilst reducing car journeys, in particular in travel to schools. Educating road users to be considerate to cyclists was also popular.

3. East Dunbartonshire's Existing Active Travel Network



3.1 Network Review and Gap and Issue Analysis

A comprehensive audit of the existing active travel was carried out over Tuesday 2nd, Wednesday the 3rd of June and Thursday 9th July 2015 by Capita's trained consultants. Observations from site audits made by East Dunbartonshire Council officers have also been considered and included within Capita's Technical Report, which presents a detailed review of access, routes, identifying barriers and general issues across East Dunbartonshire. A review of the core paths, cycle-ways, access to town centres and rail stations was carried out in order to provide an overall assessment of the network and inform the development of this strategy.

In general, the audit process found that East Dunbartonshire is well served by a core network of paths and a well-established spine already exists, however gaps and issues were noted.

It was identified that some areas of the network are affected by a number of issues such as: variable surface quality, access across farmland, signage inconsistency, drainage, crossing facilities, lighting, junctions, lack of infrastructure in places and some physical barriers exist. It was also noted that a number of gaps in the network exist with less than ideal connectivity between settlements creating real barriers for cross authority active travel. A full list of identified issues is available in Capita's Background Report in Section 5, (Page 59).

It was noted that East Dunbartonshire benefits from having Forth and Clyde Canal (NCR 754), the Strathkelvin Railway Path NCR 755, the start of the internationally renowned West Highland Way, many known access routes and well developed network of core paths in and around its urban centres. These assets form an excellent base from which to develop the already growing active travel network in East Dunbartonshire.

3.2 Behaviour Change

In order to complement any physical infrastructure measures implemented to increase active travel, there is a requirement for a programme of softer measures including marketing and promotion. This Behavioural Change Plan outlined in Section 3.1, Table 2 sets out how coordinated softer measures can be delivered to encourage active travel. The Behavioural Change Plan will in turn support the East Dunbartonshire Local Transport Strategy for the period between 2013 and 2017, playing an important role in promoting economic growth, social inclusion and the health and well-being of the East Dunbartonshire community by enabling interventions and targeted marketing in order to induce positive behavioural change.

Attitudes reflect the values of individuals and organisations, and as a result can take time to address. Methods that challenge existing attitudes are an effective way of helping to modify attitudes to travel. The Smart Choices, Smarter Places initiative in Scotland is a good example of how an effective campaign can raise awareness and address attitudinal barriers in order to help improve active travel behaviour and enforce initiatives to enable behaviour change.

Initially launched in 2009, the 'Healthy Habits' programme in Kirkintilloch and Lenzie enabled a programme of events and initiatives to promote the benefits of active travel and to challenge the perception that the car is the more attractive, quick and more convenient mode of transport.

Originally envisaged to last beyond the timescales of the Government's initiative, there is opportunity to build upon the work carried out and to develop this across the rest of East Dunbartonshire.

Evidence from the stakeholder workshops suggested that raising awareness of new and existing active travel routes should be enhanced and delivered by East Dunbartonshire Council. However information and initiatives delivered by specific specialist organisations and people may have more impact and have direct contact with identified target audiences. For example, there is a general appetite to further engage schools and major employers. It was deemed important that education and ownership acted as the catalyst to changing behaviours, through the development of enhanced walking and cycling facilities and travel plans for each school and participating major employer within East Dunbartonshire. It is also envisaged that schools and communities could adopt certain active travel routes to be used for education and recreation, developing increased community empowerment and integration and creating an inclusive walking and cycling environment that enables behavioural change.

3.3 Strengths Weaknesses Opportunities Threats (SWOT) Analysis

Strengths	Opportunities
<p>East Dunbartonshire benefits from a comprehensive Core Path Network which is supported by a spine of high-quality, long distance leisure routes, all of which are regionally significant, some nationally significant and internationally recognised. These long distance routes include:</p> <ul style="list-style-type: none"> • The West Highland Way • The John Muir Way • The Clyde Coastal Path • NCR 754 – Forth & Clyde Canal Path; and • NCR 755 – Strathkelvin Railway Path <p>Others provide routes of varying shorter distances within the area and occasionally extending into a neighbouring area, such as:</p> <ul style="list-style-type: none"> • Forth & Clyde Canal Path (part of the NCR 754); • Allander Way; • Christine's Way • Torrance to Kirkintilloch path • Luggie Park path • Campsie Glen • Barhill Paths, Twechar • Balmore to Cadder Path • Craigdhu Wedge • Milngavie Reservoirs; • River Kelvin path; • Lenzie Moss nature reserve; and • The Thomas Muir Heritage Trail <p>Furthermore East Dunbartonshire has a number of sites of natural, cultural and historic significance, including:</p> <ul style="list-style-type: none"> • The Campsie Fells; • Antonine Wall; • Milngavie Reservoirs; • Forth and Clyde Canal; • Mavis Valley Site; and • Lenzie Moss Nature Reserve <p>These sites have high-quality routes around them, with surfacing and topography well-suited to leisure cycling, and information boards and signage around the route. These attractions also represent opportunities to grow active travel as a leisure activity in East Dunbartonshire.</p>	<p>A wide range of opportunities presented themselves over the course of the route audits. These are detailed in Capita's Background Report however some emerging opportunities are described below.</p> <p>Maps and information points could make areas where there are multiple route choices easier to navigate.</p> <p>Lighting could be provided along the routes that could attract commuters.</p> <p>Shared-use footpath signage and markings could improve the relationship between users along the some routes, giving different users their own segregated space.</p> <p>There are some areas where inter – connectivity could be enhanced, for instance where a route is clearly designed to cater for cyclists, crossing points should be of the appropriate 'Toucan' design.</p> <p>Links between the key routes and shorter leisure routes and natural & heritage assets could be improved through high-quality surfacing and consistent signage provided from the key routes.</p>

Weaknesses	Threats
<p>There are some areas identified where improvements could be made.</p> <p>As is common in towns and cities across the UK, a lack of designated cycle infrastructure means most cycling takes place on main carriageways which can be unattractive for less confident cyclists and poses safety concerns.</p> <p>It was noted that inconsistency of signage was an issue across the area. There is little evidence of a coherent colour, size, font or design for cycling and walking signs across the entire area. Signage varies in size, colour and font from location to location. This results in cyclists having to stop and examine the signs for their specific route, rather than being able to acknowledge a route as they pass.</p> <p>Standing water is an identified issue in places, even where the surface is otherwise smooth and acceptable for cycling. Following inclement weather such routes will be much less attractive.</p> <p>Surfacing on many routes including the Forth & Clyde canal path is of varying quality.</p> <p>Some leisure-orientated routes lack lighting and natural surveillance, and could therefore be perceived to be less safe during periods of low light and darkness. This lack of lighting and natural surveillance may dissuade users from the network, reducing their effectiveness for commuters in the winter months.</p>	<p>It will not be feasible to undertake all of the improvements simultaneously. There will have to be a programme of works developed to cover short, medium and long-term goals. This will need to be meticulously planned, as certain elements will rely on other connections to fully achieve their aims.</p> <p>Certain routes, require the cooperation of other councils where the routes are outside the boundary of East Dunbartonshire.</p> <p>Speeds on the roads through East Dunbartonshire, and in particular the A-road network, may present a threat to cycling.</p> <p>Furthermore, there is a threat that many infrastructure projects and enhancements are underutilised. This suggests that infrastructure improvements must be accompanied by associated measures that seek to induce behavioural change and a cultural shift towards active travel to reduce the risk of infrastructure being unused.</p>

Summary

The network review and audit process highlighted many positive aspects to the existing infrastructure around East Dunbartonshire. East Dunbartonshire has a number of high-quality routes across the area. Some of these are part of long-distance routes of national and even international renown, while there are numerous shorter routes, connecting the towns and villages with natural, cultural and historic sites.

There are some examples of good practice around the area, and where possible these examples can set the standard for the rest of the area's network.

However, some routes lack inter-connectivity and consistency. A coordinated approach to provision of surfacing, signage and associated infrastructure in terms of design and materials, presenting a vision for instantly recognisable cycling infrastructure across the area would be of benefit. While infrastructure needs to be sympathetic towards the local environment, users should be able to expect that a route through Bearsden will be of the same layout and quality they would find in Kirkintilloch or Bishopbriggs (which the audit identified as being already of a high standard).

As highlighted within the audit, there are a number of issues and constraints along the routes, some of which can be addressed easily and others that will require further study to ensure feasibility.

Opportunities exist across the area to connect routes together and provide high quality routes around the whole of East Dunbartonshire. Many emerging recommendations derived from the audit process within this section are relatively small, covering short distances of route, yet the cumulative impact of connecting the gaps identified has the potential to be significant. A few additional stretches of infrastructure in an area can make a town considerably more enjoyable to cycle around and provide routes for families, school children, vulnerable road users, commuters and leisure cyclists.

Across East Dunbartonshire, connecting all the gaps could provide a circular long-distance route with branches to points of interest, to smaller heritage trails, and out across the area's boundaries. However, it is important to thoroughly investigate the impact of every recommendation; while the cost and timescales may be higher to provide connections across central East Dunbartonshire, the impacts may be proportionally greater.

To read Capita's Technical Report in full please refer to Appendix G in the Capita Background Report.

4. Action Plan

This section presents an action plan which will deliver the vision, aims and objectives set out in sections 1.5 and 1.6 above.

4.1 How to use this Action Plan

The actions in the Active Travel Strategy Action Plan below are presented in two tables. Table 1 focuses on the delivery of infrastructure aimed at enabling active travel. The second table focuses on measures aimed at inducing behavioural change towards active travel. All of the actions are numbered for ease of reference and a guide on how to use these tables is provided below.

Action – This column in the tables briefly describes what the measure is.

Approach – The 'Approach' column provides more detail on how the action is going to be delivered. Where appropriate, this column provides specific details of locations for some measures but focuses on how the action will be delivered.

Rationale – The 'rationale' column provides the justification and background for the actions presented. Simply, this column outlines why the action is included. This column briefly describes the evidence base or source of information that brought about consideration of the action. It also outlines the logic behind the action where appropriate.

Aim – The purpose of this column in the tables is to provide a link between the action and how it will contribute to meeting the aims and objectives of the Active Travel Strategy. For clarity – the Strategy's three aims are repeated below.

- 1 Facilitate an increase in the proportion of everyday journeys made by walking and cycling for commuting or leisure purposes in East Dunbartonshire.
- 2 Deliver a more connected network of active travel routes and infrastructure.
- 3 Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

Location – The location column simply states where the action relates to. It identifies which of the four main communities the action is relevant to. The four communities are:

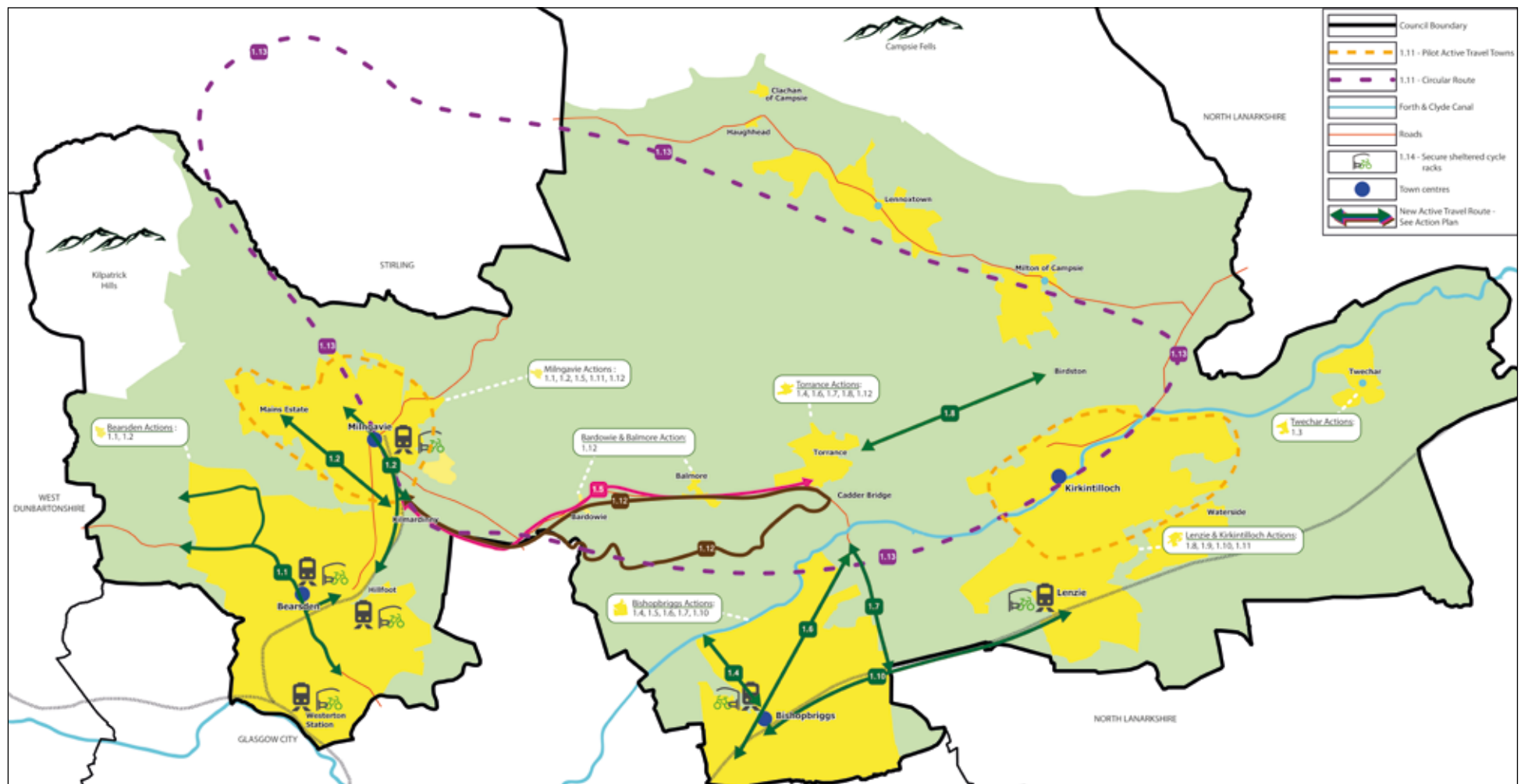
- Bearsden and Milngavie,
- Bishopbriggs, Torrance, Balmore and Bardowie,
- Kirkintilloch, Lenzie, Waterside and Twechar and
- Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

Partners/Lead - This section states who will lead on delivery of the action i.e. whether this will be delivered by East Dunbartonshire Council only or with other external partners.

Timescale – This column outlines when the action will be delivered. The timescales are split into three categories, short, medium and long term. The definitions of the timescales for the purpose of the Active Travel Strategy are presented below:

- Short – 1-2 years
- Medium 2-5 years
- Long – 5 years or more.

The infrastructure projects included in Table 1 are shown in map 2.



Map 2: Map of active travel infrastructure projects

Table 4.2 – Increasing Active Travel through Delivery of Infrastructure

Action	Approach	Rationale	Aims	Location	Partners	Timescale
1.1 - Enhancement of Path and cycle network - Bearsden	<p>Investigate the feasibility of provision of new infrastructure or enhancement and its likely environmental implications, at:</p> <ul style="list-style-type: none"> • Mosshead/Craigdhu Wedge – upgrade path network including signage whilst considering potential concerns of habitat loss • A810 Duntocher Road corridor - Provision of advisory cycle lanes and supportive infrastructure • B8050 Baljaffray Road/Grampian Way corridor - Provision of advisory cycle lanes and infrastructure • A808 Roman Road – provision of segregated cycle lane or advisory cycle lane connecting the A809 to the A81 • A810/A809 Duntocher Rd/ Drymen Rd corridor–Provision of enhanced/widened footways. Provision of advisory cycle lanes where possible. Cycle friendly contraflow at Kirk Place. 	<p>Audit identified varying quality and poor connectivity of footpath and cycle network. Removal of physical barriers and provision of new connecting routes or infrastructure to provide additional options for Action Travel.</p> <p>Increase attractiveness of walking and cycling.</p> <p>Provides links between communities (Bearsden and Milngavie), schools, stations and attractions.</p> <p>Enhances connections to public transport infrastructure and services/ amenities.</p> <p>Action addresses different aspects raised during engagement, in particular those falling within 'improving network quality'.</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network. 	Bearsden and Milngavie	EDC, Sustrans	Medium/ Long



Action	Approach	Rationale	Aims	Location	Partners	Timescale
1.2 - Enhancement of Path and cycle network - Milngavie	<p>Investigate the feasibility of provision of new infrastructure or enhancement at and its likely environmental implications, at:</p> <ul style="list-style-type: none"> Path between Kilmardinny and Milngavie Town Centre - high quality shared use path, enhancing the existing path adjacent to Allander Leisure Centre to connect proposed Kilmardinny development to Allander Walkway. <p>Cycle link between Mains Estate & Allander</p> <p>Investigate the feasibility of providing enhanced cycle link between Mains Estate and Allander Leisure Centre/A81. Delivered with mix of shared use paths and advisory cycle lanes. Potential measures include:</p> <ul style="list-style-type: none"> Craigdu Road – Provision of shared use path on northern footway Hunter Road – Provision of advisory cycle lanes and infrastructure Craigton Rd/Gardens - Provision of advisory cycle lanes and infrastructure A81 cycle route on Woodburn Way/main St north of Park Road extension. Extend A81 cycleway to Milngavie Train Station and Milngavie Town Centre by either segregated cycle way or advisory cycle lanes – pending outcome of feasibility study 	<p>- Route corridor studies recommends delivery of connecting path between Allander Walkway/Milngavie Town Centre/Milngavie Rail Station and the Kilmardinny development. Ensures Active Travel connection between Development and Town Centre / rail station.</p> <p>- Audit identified gap in network and opportunity to link Bearsway with Milngavie Rail station. Improves connectivity.</p> <p>AT connection between residential and TC/Bearsway/ Station. Enhances connections to public transport infrastructure.</p> <p>- Route Corridor Studies recommend extending A81 cycleway to town centre and station. Improved connectivity to Station.</p> <p>Action addresses issues raised in consultation relating to the 'Better connections'</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network. 	Milngavie, Bearsden	EDC	Medium/ Long

Action	Approach	Rationale	Aims	Location	Partners	Timescale
1.3 Twechar Towpath and Crossing Improvements	Upgrade of towpaths around Twechar and investigate feasibility of implementing new crossing facilities.	Audit identified poor quality surfacing and crossing provision at some locations. Action relates to 'Enhancing the network' noted in engagement.	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network.	Twechar	EDC/ Scottish Canals, Sustrans	Short/ Medium
1.4 Bishopbriggs/ Forth and Clyde Canal access	Investigate options to improve access from Forth and Clyde Canal into Bishopbriggs, including the environmental implications of these options.	Audit identified poor quality access from Forth and Clyde Canal into Bishopbriggs. Action relates to 'Better connections' noted by stakeholders, with many specifically referring to a desire to connect to the canal.	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network.	Bishopbriggs /Torrance	EDC/ Scottish Canals	Medium
1.5 - East – West Connectivity Improvements – Allander Walkway to Cadder Bridge	Explore feasibility of developing existing infrastructure at Cadder, along the Allander and River Kelvin, improving the Core Paths and extending them to meet at the river confluence, including the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss.	Consultation and audit identified lack of connectivity between east and west. Presents a strong opportunity for cross-boundary connectivity beyond East Dunbartonshire into Glasgow. Action improves connectivity between settlements and areas in EDC. Addresses a range of issues raised in consultation, including 'Improving network quality', 'Better connections', and 'Expanding the Network'.	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network.	Bishopbriggs and Milngavie	EDC, Glasgow City Council, Sustrans	Medium

Action	Approach	Rationale	Aims	Location	Partners	Timescale
I.6 - A803 Improvements	<p>Implementation of an active travel corridor on the A803 between Colston Road and Torrance Roundabout. Any potential active travel infrastructure to accommodate potential Quality Bus Corridor (QBC) and ensure bus journey times are not adversely affected.</p> <p>Investigate feasibility of implementation of enhanced walking and cycling infrastructure, including its likely environmental implications, including:</p> <ul style="list-style-type: none"> • Segregated cycle lanes • Advanced Stop Lines (ASLs) • Advisory Cycle Lanes (ACLs) • ACLs on connecting routes of Balmuilty/Hilton Rd ACLS. • Reduction of 40mph speed limit to 30 mph • Core route to run from Bishopbriggs Rail Station to Strathkelvin Retail Park • Connection to Forth and Clyde canal to be provided on Balmuilty Road • Provision of high quality, sheltered, cycle parking facilities. 	<p>Route corridor studies identified opportunities of QBC on A803 as strong option for reducing congestion on corridor with benefits locked in with delivery of Bishopbriggs Relief Road (BRR). Audit identified multiple opportunities for active travel measures and providing connections between Forth and Clyde Canal and town centre and Bishopbriggs rail Station.</p> <p>Addresses issues arising from consultation relating to the 'Better connections', and 'Expanding the Network'.</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network. 	Bishopbriggs, Torrance	EDC, SPT, Bus operators	
I.7 - Bishopbriggs Relief Road (BRR) / Westerhill Road – Active Travel Corridor	<p>Implementation of a new Active travel (off road) route on Westerhill Rd parallel to Phase 4 off BRR. Investigate the feasibility of providing cycleways and footways at the side of the Phase 5 of BRR carriageway, with supportive street scaping, LED lighting.</p>	<p>Audit identified opportunity to connect Strathkelvin Retail park, eastern Bishopbriggs developments, Westerhill. Improves Connectivity and provides connections between retail and residential developments.</p> <p>Action reflects comments received during engagement relating to 'Expanding the network'.</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network. 	Torrance and Kirkintilloch	EDC, SPT, Sustrans	Medium - Long

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
I.8 - Torrance to Birdston via the River Kelvin Railway path	<p>Investigate feasibility of developing River Kelvin Railway path. Upgrade of disused railway path to connect via desire line to replace meandering route around Hayston and Kirkintilloch Golf Clubs.</p> <p>Investigation must include the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss.</p>	<p>Lack of connectivity of Torrance identified as issue in consultation. Opportunity to join Torrance to the Strathkelvin Railway Path and provide connectivity to the north into the Campsie and south to Kirkintilloch. Provide improved connections between settlements and areas of EDC.</p> <p>Action reflects comments received during engagement relating to <i>'Expanding the network and 'Better connections'</i></p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Torrance and Kirkintilloch	EDC, SPT, Sustrans	Medium - Long

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.9 - Kirkintilloch Town Centre Masterplan	Deliver the Kirkintilloch Town Centre Masterplan and associated public realm improvements in order to enhance provision for walking and cycling.	<p>Prior to the development and adoption of the Masterplan, Kirkintilloch town centre had been in decline and under-performing for a number of years and was in need of intervention.</p> <p>In gathering data and understanding town centre access and movement the Masterplan Project Team conducted research analysis concluding that:</p> <ul style="list-style-type: none"> • Streets are excessively cluttered, creating access issues • Some footways are narrow • Needs better quality public realm and improved public spaces • Roads are busy causing perception that vehicles dominate the town centre <p>Once complete, the Cowgate Street Design Project will be one of a number of projects which seek to enhance the town centre environment.</p> <p>Actions particularly relate to the issue of 'Enhancing the network' which was often noted by respondents to the consultation.</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Rebalance the urban hierarchy and prioritise active and sustainable transport over private car movement 3- Deliver a more connected network. 	Kirkintilloch	EDC, Sustrans, SPT	Medium-Long

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.10 -Kirkintilloch/ Lenzie to Bishopbriggs route	Provision of an off road route adjacent to railway line connecting east Bishopbriggs with Kirkintilloch/Lenzie. Investigation must consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss.	<p>Audit identified lack of desire line connectivity between Bishopbriggs and Kirkintilloch, poor routes and infrastructure into Bishopbriggs town centre. Connectivity enhanced by complimentary projects such as A803 improvements and BRR active travel provision. Provides AT corridor between major settlements.</p> <p>Action addresses the issue of creating a 'Better connection of the network to destinations' raised in consultation, whilst also 'expanding the network' noted by respondents to the consultation.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Kirkintilloch, Lenzie, Bishopbriggs.	EDC	Medium

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.11 - Milngavie and Kirkintilloch – Active Travel Towns	<p>Pilot designation of Milngavie and Kirkintilloch as 'Active Travel Towns'.</p> <p>Investigate Milngavie precinct opening to cyclists on a 'Share with Care' basis. Build on Milngavie's location as start of West Highland Way as an active travel destination, accessible by foot, cycle, bus and train.</p> <p>Build on Kirkintilloch's location on the Forth and Clyde Canal and NCR 754 as an active travel destination. Complements Kirkintilloch Town Centre Masterplan project. Provision of secure cycle parking, enhanced information provision and high standards of public realm.</p> <p>Assessment of the likely environmental effects of proposals will be completed before implementation.</p>	<p>Audit identified lack infrastructure in town centres. Sends mixed message to commuters and visiting cyclists.</p> <p>Action relates to '<i>Increasing and Improving facilities</i>' as well as '<i>Better connection of the network to destinations</i>' noted by respondents to the consultation.</p>	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.	Milngavie, Kirkintilloch	EDC	Medium
1.12 - A807 Torrance to Milngavie/ Bearsden	<p>Investigate the feasibility of providing a connecting route between Torrance and Milngavie and Bearsden along the A807, including its environmental implications. Potential route could connect to Milngavie along A807. Provision of shared use path along north side of A807 footway. Cost Benefit Analysis required to confirm primary function leisure/commuting. To be considered in conjunction with Circular Route stage.</p>	<p>Could provide a link between east and western settlements. Street lighting, straight route and natural surveillance would appeal to commuting cyclists. Connect Torrance/Balmore with Milngavie and Bearsden.</p> <p>Action relates to '<i>Expanding the network</i>' and '<i>Better connections</i>' noted by respondents to the consultation.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Torrance, Balmore, Bardowie, Milngavie, Bearsden	EDC, SPT, Sustrans	Medium - Long

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.13 – East Dunbartonshire Loop	<p>Creation of an East Dunbartonshire Circular route, connecting the majority of settlements and plugging existing gaps. Links to be provided via :</p> <ul style="list-style-type: none"> Allander Walkway to River Kelvin Path (eastwards) Cadder (works required to upgrade link between River Kelvin path and F & C Canal) Kirkintilloch – Improved connectivity between NCRs 754 and 755 Strathblane – investigate possible routes: via Old Mugdock Rd/ connect with West Highland Way into Milngavie / A81 to Milngavie Reservoirs Milngavie town centre to Allander Walkway 	<p>Audit identified multiple gaps between settlements and opportunity to connect gaps and provide leisure/ tourism opportunity to draw active travel tourism to the region. Opportunity to build on existing NCR provision of NCR 754 and 755. Provide improved connections between settlements and areas of EDC. Stimulates journeys for leisure purposes and enables commuting journeys.</p> <p>Actions address two issues recurring in consultation; 'Expanding the network' and also 'Better connections'..</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Area wide	EDC, Stirling Council, Glasgow City Council, Sustrans, Paths for All, SPT	Medium/ Long (sections medium, overall route long term.
1.14 - Improve access by active travel to Green network assets/Open spaces	<p>Support the delivery of access related actions identified through the Open Space Strategy 2015 including:</p> <p>Access/path improvements to the following locations:</p> <p>BEARSDEN</p> <ul style="list-style-type: none"> Colquhoun Park Roman Park Cluny Park Westerton Park Templehill Woods Cairnhill Woods St. Germain Loch <p>MILNGAVIE</p> <ul style="list-style-type: none"> Milngavie Reservoirs Lennox Park <p><i>Continued next page...</i></p>	<p>Emerging Green Network Strategy (GNS) - developing access to GN assets. Opportunity to integrate strategies to ensure quality of provision of active travel access to green network in order to maximise benefits of both strategies.</p> <p>Removes barriers to active travel, increases access to open spaces, improves connectivity between town centres and residential areas. The Active travel network will form part of the green network in some cases, therefore the multifunctional nature of this network must be enhanced.</p> <p><i>Continued next page...</i></p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Area wide	EDC, Central Scotland Green Network Partnership, SPT	Short/ Medium

Approach (Continued)	Rationale (Continued)
<p><i>Continued from page 30</i></p> <p>BISHOPBRIGGS</p> <ul style="list-style-type: none"> • Hilton Park • Meadowburn Park • Low Moss • High Moss <p>TORRANCE & BALMORE</p> <ul style="list-style-type: none"> • West Balgrochan Marsh • Kelvin Valley Way <p>LENZIE</p> <ul style="list-style-type: none"> • Christine's Way, Greenwood to Park Burn • Park Burn • Millersneuk Marsh LNCS <p>TWECHAR</p> <ul style="list-style-type: none"> • Twechar Public Park • Shirva Glen <p>LENNOXTOWN, MILTON OF CAMPSIE, CLACHAN OF CAMPSIE AND HAUGHHEAD</p> <ul style="list-style-type: none"> • Station Road Playing Fields • Redhills Woodland <ul style="list-style-type: none"> o Consider access opportunities in any proposals to address the 4 play parks in KIRKINTILLOCH considered not fit for purpose during the Open Space Audit. o Implement key recommendations in the approved Antonine Wall World Heritage Site interpretation plan and access strategy including improving signage, interpretation, visitor information, access routes and visitor facilities at individual sites along the Wall. <p>- Inform the development of the emerging Green Network Strategy opportunity mapping through the access to greenspace component.</p> <p>Permit cycling in all EDC parks on a 'Share with Care' principle. Removal of 'Cyclists Dismount' signs. Provision of line marking indicating shared use/widening of footways and signage in parks. Provision of cycle racks in parks.</p>	<p><i>Continued from page 30</i></p> <p>Open Space Strategy – ensures the integration of both strategies and the opportunity for multi-beneficial projects to be delivered.</p> <p>Actions address two issues recurring in consultation; 'Expanding the network' and also 'Better connections' - high number of respondents to consultation noted green spaces as an important destination to connect to.</p>

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
I.15 - Cycling in EDC parks	<p>Permit cycling in all EDC parks on a 'Share with Care' principle. Removal of 'Cyclists Dismount' signs. Provision of line marking indicating shared use/ widening of footways and signage in parks. Provision of cycle racks in parks.</p> <p>Investigation will consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss.</p>	<p>Consultation identified lack of supportive cycling infrastructure in EDC parks as barrier and missed opportunity.</p> <p>Provision of cycle routes through parks relates <i>'Expanding the network'</i> as noted in consultation, whilst also creating <i>'Better connections'</i>.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Area wide	EDC	Short/ Medium
I.16 - Secure Cycle Storage at Rail Stations and town centres.	Provision of Sheltered cycle parking racks at all rail stations and town centres in EDC.	<p>Route corridor studies recommends provision of sheltered and secure cycle parking to increase cycling journeys to stations. At Hillfoot and Milngavie, this complements the recent A81 Bearsway project.</p> <p>Action relates to <i>'Increasing and improving facilities'</i> as raised by stakeholders.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Area wide	Network Rail, EDC, SPT, Rail Franchisee (currently Abellio)	Medium
I.17 - Planning Policy and Development Management	Deliver the Local Development Plan for East Dunbartonshire and associated planning guidance to ensure robust planning policy in place for sustainable transport as part of development. Through Development Management - ensure that Transport Assessments and Travel Plans for developments are provided and processes for monitoring are in place.	<p>Ensures sustainable transport is embedded in planning process and provides for AT.</p> <p>Relates to improving <i>'Behaviour change'</i> and <i>'Improving awareness'</i> noted in engagement, as well as <i>'Maintaining the network'</i>.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p>	Area wide	EDC	Short/ Medium

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.18 - Town Centre Strategies -	<p>Prepare development strategies for the long-term improvement of each town centre to include:</p> <ul style="list-style-type: none"> • creation of pedestrian and cycle friendly centres, and • key priorities for improving accessibility. <p>Carry out a review of all four town centres to help establish opportunities for improving the physical environment for pedestrians and cyclists. The individual strategies will seek to maintain and improve accessibility to and within each town centre. Possible measures include:</p> <ul style="list-style-type: none"> • de-cluttering of street furniture, • improved cycling facilities including provision of secure cycle parking, • better signage • more effective use of shared space. <p>This will be dependent on existing provision within each centre, as identified through the health checks on a case by case basis.</p>	<p>Audit identified lack infrastructure in town centres. Sends mixed message to commuters and visiting cyclists. Ensures town centres are accommodating of AT.</p> <p>Enhances connections to public transport infrastructure.</p> <p>Relates to '<i>Increasing and improving facilities</i>' and '<i>Improving awareness</i>' raised in consultation.</p>	<ol style="list-style-type: none"> 1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network. 	Area wide	EDC	Medium

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
1.19 - 20 MPH Zones	<p>Investigate the feasibility of formalisation of mandatory 20 Mph zones in residential areas through Traffic Regulatory Order; including any likely environmental effects.</p> <p>Problem speeding locations to be prioritised and TRO to be complemented by appropriate street-scaping, traffic calming, raised tables or width restrictions where appropriate. Any enhancements will be developed with high quality environmental and design standards employed.</p> <p>(20 MPH speed restriction with raised table traffic calming is proposed as a pilot scheme as part of the committed Kirkintilloch Town Centre Masterplan)</p>	<p>Poor perception of safety identified as major barrier to AT through consultation. Transport Scotland – supportive of 20 MPH zones and released Good Practice Guide for 20 MPH Speed restrictions.</p> <p>20 MPH restrictions offer multiple environmental benefits including: improved safety, air quality, reduced noise pollution and a more attractive urban environment. Supports all groups to participate in AT including the elderly, families and vulnerable road users. Reduction in accidents, noise, emissions. improved safety, attractive environment for active travel. Removes barriers created by busy roads and fast moving traffic.</p> <p>Action addresses multiple issues raised in consultation, particularly 'Behaviour change'.</p>	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.	Area wide	EDC, Police Scotland	Medium
1.20 - Signage Review	<p>Continue to roll out Healthy Habits signage to ensure consistency of provision across the area.</p>	<p>Audit identified no uniform signage scheme creates confusion. Lack of information acts as barrier. Ensure Continuity across EDC. Information provision.</p> <p>Action addresses issue of 'raising awareness' raised during consultation, with stakeholders specifically identifying this action as a way of improving awareness.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Area wide	EDC	Short/ Medium

Transport Scotland – 20MPH Speed restrictions - <http://www.transportscotland.gov.uk/system/files/documents/guides/20%20mph%20Good%20Practice%20Guide%20-%2019%20December%202014%20-%20Version%20to%20be%20published.pdf>

Action	Approach	Rationale	Aims	Location	Partners / Lead	Timescale
I.21 - Maintenance Review	Ensure a high standard of maintenance of routes is provided.	Audit identified varying quality across routes. Coordinated approach to maintenance and resurfacing required. Removes physical barriers. Ensures lighting, fencing, surfaces etc in good state, Vandalism and faults repaired promptly. Relates to 'Maintaining the network' as identified in consultation.	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network.	Area wide	EDC, Scottish Canals, Sustrans	Short/Medium
I.22 - Crossing Improvements	Ensure crossing facilities are reviewed in line with on going maintenance and provided at new developments in line with agreed guidance.	Audit identified poor quality crossing provision at some locations. Survey included requests for enhanced crossing facilities. Removes barriers created by busy roads. Action relates to 'Enhancing the network'. Stakeholders felt that this specific action is how the existing network could be enhanced.	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling. 2- Deliver a more connected network	Area wide	EDC	Medium



Table 4.3 Delivering Behavioural Change

Note – The actions presented in Table 2 are related to behavioural change and as such locations are not specified. All actions are assumed to be delivered area wide.

Action	Approach	Rationale	Aims	Partners	Timescale
Schools					
2.1 - Ensure all Primary and Secondary Schools should provide School Travel Plan or AT Co-ordinator.	<p>Provide assistance to Schools in order to provide an active travel plan to parents and children, highlighting options and safe routes to school.</p> <p>Ensure schools are able to invest in adequate secure and sheltered cycle parking. Conduct review of access.</p>	Consultation identified opportunity of developing healthy habits early. This would particularly relate to 'Behaviour change' and also 'Improving awareness'	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change</p>	EDC	Short/Medium
2.2 Continuation and expansion of Primary Schools in EDC delivering Bikeability Scotland Level 2 Cycle Training.	Provide support for continuation of Bikeability Cycle Training.	<p>Award is nationally recognised scheme to celebrate and champion best practice in school cycling.</p> <p>Relates to 'Behaviour change' as identified as being important in consultation – particularly relating to schools.</p>	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change</p>	EDC, Sustrans	Short-Medium
2.3 Encourage Primary and Secondary Schools in East Dunbartonshire to achieve the 'Cycle Friendly School Award'/support an Active Travel champion.	Provide assistance where available to, enable schools to achieve award. Partnership working with T & A and Education.	<p>Award is nationally recognised scheme to celebrate and champion best practice in school cycling.</p> <p>Relates to 'Behaviour change' as identified as being important in consultation – particularly relating to schools.</p>	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change</p>	EDC, Sustrans	Short-Medium
2.4 - Educate the School Community on Active Travel by incorporating into the School Curriculum.	Introduce Primary and Secondary Schools to the 'Six Week, Step by Step Guide' from Sustrans. To help promote the health benefits of cycling.	<p>Educates children on benefits of active travel and induces healthy habits.</p> <p>Relates to 'Behaviour change' noted in engagement.</p>	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change</p>	EDC, Sustrans	Short-Medium

Action	Approach	Rationale	Aims	Partners	Timescale
Schools					
2.5 - Encourage participation in national events such as Walk to School Week	Use event as an opportunity to promote local path networks within the vicinity of the school.	Provides a focal point for children to engage in. Provides opportunity to promote new networks, facilities and put training into practice. In addition to 'Behaviour change', this would also help address another issue raised in consultation by 'Improving awareness' through giving practical experience of the network available.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC, Sustrans	Short-Medium
2.6 – Minimal Car Access to all new build schools	Investigate the viability of minimal car access to all new schools as part of the Primary School Improvement Programme. Investigation should include further consultation including with emergency services. Where viable implement and enforce.	Can make it easier for pupils to walk and cycle to school and reduces congestion and inconsiderate parking around school gates.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC	Short-Medium
2.7 Provision of funded personnel to deliver School Active Travel Plans and implementation of actions.	Investigate the possibility of providing dedicated post(s) to facilitate active travel actions 2.1 to 2.6 in East Dunbartonshire Schools including any likely environmental effects.	Educates children on benefits of active travel and induces healthy habits. Provides travel planning expertise to schools and staff. In addition to 'Behaviour change', this would also help address another issue raised in consultation by 'Improving awareness'	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC, Sustrans, SPT	Short-Medium
3 http://www.sustrans.org.uk/sites/default/files/file_content_type/increasing_activetravel_schoolguide.pdf					

Action	Approach	Rationale	Aims	Partners	Timescale
Workplaces					
2.8 - Provide major employers in East Dunbartonshire with relevant information to assist with developing Workplace Travel Plan or appointing an Active Travel Co-ordinator/ Champion	Advise all major employers of available information and infrastructure provided by Council. Ensure online information is disseminated to representatives of major employers. Encourage employers to invest in good cycle parking and shower and locker facilities. Educate employers on benefits of active travel to employees and employers. Opportunity to use East Dunbartonshire Council Travel Plan as an example of best practice.	Enables employers to use existing information to help them encourage their employees to travel actively. Relates to 'Behaviour change' as well as 'Improving awareness' of active travel and the network as identified in consultation.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC, Employers, Cycling Scotland	Short-Medium
2.9 - Promote Cycle Friendly Employer Status for EDC employers	EDC to actively promote achievement of the Cycle Friendly Employer status by designating successful employers – e.g. 'EDC Active Employers'	Incentivises the award by offering positive publicity for achieving the award. Relates to 'Behaviour change' and also 'Improving awareness' as issues highlighted in consultation.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC Cycling Scotland, Scottish Centre for Healthy Working lives, East Dunbartonshire Council, Sustrans,	Short-Medium
2.10 - Assist employers to support/designate an Active Travel Ambassador or a Workplace Cycling Instructor	Assist employers by providing information on how to deliver workplace cycle training and designation of an AT ambassador/ Champion. Workplace Cycling Instructor to deliver essential cycling skills to colleagues.	Provides training to employees removes barrier to cycling. Allows organisations to drive their own campaigns and implement change. Relates to issues of 'Behaviour change' and 'Improving awareness' noted in engagement.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	Cycling Scotland, Scottish Centre for Healthy Working lives, EDC, Sustrans, SPT	Short-Medium
2.11 - Promote Adult and Commuter Cycle training to businesses	Provide information and assistance to businesses to provide or advise of cycle training for less experienced cyclists.	Creates focal point for organisations and individuals to participate in active travel events to stimulate participation. Promotes participation in active travel. Relates to 'Behaviour change' and 'Improving awareness' identified in consultation.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	Cycling Scotland, Paths for All, EDC	Short-Medium

4 <https://cyclingscotland.pleasecycle.com>.

5 <http://www.pathsforall.org.uk/pfa/health-walks/health-walks.html>

Action	Approach	Rationale	Aims	Partners	Timescale
Workplaces					
2.12 - Promote dedicated workplace active challenges to local employers	Promote workplace active challenges such as the Annual Cycling Scotland Workplace Challenge and Paths for All 'Health Walks' .	Creates focal point for organisations and individuals to participate in active travel events to stimulate participation. Promotes participation in active travel. Relates to 'Behaviour change' and 'Improving awareness' identified in consultation.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	Cycling Scotland, Paths for All, EDC	Short-Medium
2.13 - Encourage/ assist businesses to send employees on a cycle ride leader course,	Provide assistance and information to employers on cycle ride leader courses.	Having accredited team member who can supervise cycle rides for less confident cyclists and commence learning process will stimulate activity. Having accredited leader will allow workplaces to offer short and fun lunchtime bikes rides and after work bike trips. Relates to 'Behaviour change' and 'Improving awareness'	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	Cycling Scotland, EDC	Short-Medium
Marketing, Promotions and Awareness					
2.14 - Create and promote dedicated Active Travel section on EDC website	Develop an 'active travel section' on EDC website to promote Active Travel events, routes and facilities in East Dunbartonshire and an online facility of interactive mapping for reporting faults. The website will act as a one stop shop for all Active Travel information.	Creates a single point of reference for residents, employees, employers and visitors interested in active travel. Provides relevant information for active travel. This focuses on 'Improving awareness' and represents a particular point made by stakeholders	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC, Sustrans	Short-Medium
2.15 - Continue 'Healthy Habits' programme. Develop across East Dunbartonshire	Roll out campaign of Healthy Habits across authority area using the already developed 'Healthy Habits' brand name with the aim of encouraging active travel to local shops, parks employment and services. Use brand to demonstrate the health, environmental and financial benefits.	Review of network identified success of previous campaign. Builds on campaign already delivered in Kirkintilloch/Lenzie. Identifies that 'Improving awareness' and 'Behaviour change' overlap as increasing knowledge is hoped to create the culture change identified in consultation.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change	EDC, SPT	Short-Medium

Action	Approach	Rationale	Aims	Partners	Timescale
Marketing, Promotions and Awareness					
2.16 - Produce pocket size Active Travel Route guides	Produce and distribute pocket sized guides/information booklets Building upon the Kirkintilloch and Lenzie 'Healthy Habits' example, difference route guides could be created for all towns within East Dunbartonshire, and areas with specific cultural and heritage interest.	Builds on previous guides/maps. Opportunity as could distribute to Council services. Promotes Active Travel for: physical activity, recreation, commuting and health purposes, ensuring the promotion of Active Travel reaches maximum audience possible by targeting specific behavioural change influencers such as: cost savings, time savings and health and well-being. Guides to be free and publicly available in visitor centres, libraries, leisure centres, cafes, tourist information, Community Hubs and scanned online to be available on EDC website for free. Action aims to 'Improve awareness' in a manner which also reflects suggestions by stakeholders.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change.	EDC, NHS, Cycling Scotland, Sustrans, SPT	Short – Medium.
2.17 - Develop an annual 'Programme of Active travel Events' calendar	EDC to coordinate a programme of AT events including: <ul style="list-style-type: none"> Free Bike Hire sessions at Workplaces and in Town Centres; Bike breakfasts and Dr Bike sessions at Workplaces and within Town Centres Car Free Sunday Events – Closure of roads to then be only used for walking and cycling; Health Walks provided by Paths for All/ workplace led Charity walks Mass participation events – e.g. 10k road races, cycle races/ participation events. 'Love to Ride' cycle challenges 	Supports participation in active travel by providing assistance, mechanical advice, free repairs, car free events, supervised or marshalled events to increase safety and stimulate participation. Provides information assisting to stimulate 'latent' demand. Addresses themes of 'Behaviour change' and also 'Improving awareness' through a range of measures, many noted again specifically by those engaged with earlier in the process of creating this strategy.	Aim 1 - Facilitates increase in everyday journeys. Aim 3 - Facilitate delivery of behavioural change.	EDC, NHS, Cycling Scotland, Sustrans, Paths for All, local sports clubs, Roads, local charities	Short – Medium.

Action	Approach	Rationale	Aims	Partners	Timescale
Marketing, Promotions and Awareness					
2.18 - Pilot dedicated walking groups to promote short distance routes	Assist groups to meet to walk to rail stations/town centres with a view to launching regular walking buddy schemes led by the 'commuters' to designated rail stations/services. Potentially delivered through EDC website.	<p>Provides safe environment for people considering walking but concerned for safety reasons. Consultation identified perception of poor personal safety on some routes in hours of darkness. Groups remove 'perception of poor safety' barrier to walking.</p> <p>Relates to 'Improving awareness' – in particular through the sharing of knowledge. It would also assist with 'Behaviour change'.</p>	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change.</p>	EDC, Paths for All	Short -Medium
2.19 Encourage schools, businesses and community groups to 'befriend'; sections of local Active Travel Routes.	Provide online facility to enable groups to own/maintain routes in partnership with other stakeholder organisations. Provide assistance to groups to commence programme of maintenance.	<p>Creates feeling of community ownership and empowerment and is likely to generate positive publicity for routes.</p> <p>Removes 'perception of poor safety'. Develops community empowerment/engagement.</p> <p>Relates to 'Maintaining the network', which represents an area the consultation revealed to be important to local communities, also related to 'Improving awareness' and 'Behaviour change' given greater first-hand role these communities and local groups would take on with respect to the network</p>	<p>Aim 1 - Facilitates increase in everyday journeys.</p> <p>Aim 3 - Facilitate delivery of behavioural change.</p>	EDC, Sustrans, Scottish Canals,	Short -Medium



5. Deliverability and Monitoring

5. Deliverability and Monitoring

5.1. Delivery

All of the projects and actions outlined in the Action Plan are subject to feasibility and design studies. While route audits have been carried out to assess the quality and level of provision in the current active travel network, this Active Strategy is a high level document and the specific characteristics of proposed routes and method of delivery are still to be ascertained. Deliverability of routes or schemes has been considered but it is not possible to state specific details like Traffic regulation Order (TROs) which may be required, with any certainty at this stage. Any prospective action will be subject to robust environmental assessment and environmental implication of any works will be considered on a case by case basis. This will include assessment of any potential adverse effects on biodiversity and habitats. The strategy recognises the potential value of active travel networks for local biodiversity, particularly on off road routes. A major threat to wildlife in Scotland is the loss and fragmentation of habitats. Active travel routes will often provide much needed green connections between parks, local nature reserves and other greenspaces and when designed appropriately can contribute to a network of habitats utilised by our local wildlife. The siting and design of new routes and upgrading of existing paths will take into account surrounding habitat networks helping to protect their value for local wildlife but also maintaining the interest and attraction this connection to nature may provide for people using such routes for active travel.

This draft Active Travel Strategy has undergone a Strategic Environmental Assessment based on the proposed actions with the Action Plan and the accompanying Environmental Report with details of this assessment is available to view in libraries and on the East Dunbartonshire Council website. The Strategic Environmental Assessment has identified a range of potential mitigation measures to accompany the proposed actions included within draft Action Plan. These mitigation measures are available to view in Appendix C of the Environmental Report.

Partnership working will be crucial in ensuring the effective delivery of the proposed actions within the strategy's Action Plan. Some of the on-going projects which the Strategy has identified as complementary to actions within the strategy; such as the Kirkintilloch Town Centre Masterplan; have already been developed in partnership and part funded by Strathclyde Partnership for Transport (SPT) and Sustrans. This enables the council to benefit from specialist expertise and allows for more effective consultation, leading to greater impacts for the public and better value for money.

It is likely that external capital funding will be required to deliver these actions and East Dunbartonshire Council will continue to work with key agencies such as SPT, Transport Scotland and other partners such as Abellio, Cycling Scotland and Sustrans in order to procure funding to deliver these actions. East Dunbartonshire Council has recently published Route Corridor Studies for the A81 and the A803 funded by SPT, using Transport Scotland's Scottish Transport Appraisal Guidance (STAG). Any prospective projects will be consistent with the findings of these studies wherever possible. It should be noted that A803 study did not directly appraise active travel options, focussing more on large scale strategic options but assumed that some active travel options would continue to be delivered through the council's Local Transport Strategy, as part of the 'Do Minimum' case. With respect to the A81 study, any emerging options within this strategy will be consistent with the findings of this study which did directly appraise active travel options and their effect on transport along the A81 corridor.

Some committed projects such as Phase 2 and 3 of the A81 Bearsway cycle way, linking Hillfoot to Kessington and Kessington to the Glasgow City Council boundary, are still subject to further project specific consultation. Details of individual, project specific consultations will become available on the East Dunbartonshire Council website as they emerge, providing stakeholders with the opportunity to express their views on the design aspects of these committed projects.

5.2. Monitoring Plan

East Dunbartonshire Council's Active Travel Strategy is driven by the ambition that: "East Dunbartonshire is a place where walking and cycling for everyday journeys is a convenient, viable, safe and attractive choice for residents and visitors".

The primary objective is to increase cycling and walking rates and see more people enabled and motivated to incorporate active travel into their everyday lives. Currently, the quality of data for establishing the base rates of active travel participation is mixed. Cycle counters in particular are limited and the council relies in part on nationally collected data sources like the National Census (2011) and the Scottish Household Survey. Where possible, the council will aim to install cycle counters on major routes over the course of the strategy. Following completion of the A81 Bearsway Cycleway, the council is committed to installing counters here to monitor success of the project. It is intended that other counters will be delivered on existing major corridors and new routes once delivered. These counters will contribute to the establishment of an accurate base of active travel rates which is not reliant on external data sources. The council will also investigate a full range of options for collecting active travel data, including bi-annual

pedestrian and cycle counts on major routes and outside public transport infrastructure.

This Monitoring Plan has been developed in relation with the targets that East Dunbartonshire Council aim to achieve during the duration of the LTS and guidance provided by Sustrans Scotland and Transport Scotland.

Monitoring the Active Travel Strategy will play a key role in ensuring that:

- The actions are being effectively delivered
- The actions are meeting the strategy objectives; and
- The actions are achieving the intended outcomes

Ensuring the actions are meeting the Active Travel Strategy's objectives requires partnership working with both internal and external stakeholders. This will ensure an integrated approach to delivering the 'Active Travel Ambition'.

Table 5.1 below provides details of the active travel targets and proposed methodology that will be used for monitoring against the Active Travel Strategy objectives.

Table 5.1

Objective	Indicator	Baseline	Target	Sources
Increase walking and cycling journeys	Cycling as a main mode of travel	East Dunbartonshire - 0.8% Scotland - 1% (Scottish Household Survey 2013)	Annual Increase in the percentage of people cycling to as a main mode of travel within East Dunbartonshire	<ul style="list-style-type: none"> • National Census Data • Annual Travel to Work Surveys with identified businesses • Workplace Travel Plan monitoring reports • Cycling Scotland Annual Report
	Travel to Work regularly by bicycle	Sample size too small (Scottish Household Survey 2013)	N/A (Establish baseline)	<ul style="list-style-type: none"> • Scottish Household Survey
	Children cycling to to Primary School	2.9% (2013) 3.7% (2011-2013 average) 3.5% (2008-2010 average) Bikeability level 2 - 130 pupils 4 schools P7 (EDC)	Annual Increase in the percentage of children cycling to Primary school	<ul style="list-style-type: none"> • National Census Data • Sustrans Importance of School Travel • Sustrans Hands Up Survey
	Travel to Work or study (2011)	Walking – East Dunbartonshire - 14.9% (Scotland average - 18.5%) Cycling – East Dunbartonshire - 0.7% (Scotland average - 1.3%)	Increase in travel to work or study % rates for both walking and cycling	National Census data

Objective	Indicator	Baseline	Target	Sources
Deliver a connected network of high-quality routes with active travel infrastructure at key facilities (town and retail centres, rail stations, large employers).	Active Travel Infrastructure Delivered Cycle Parking Provision Travel Patterns Station Travel Plans	Core Paths Cycling Map of East Dunbartonshire 'A guide to cycling routes for families.	Increase the number of cycle parking at key facilities in line with demand Increase the number of routes and distance of designated active travel routes	Number of projects delivered Number of cycle stands installed and used
A behavioural shift towards active travel modes, and towards sustainable transport (incorporating rail and bus travel).	Number of children trained in Bikeability Levels 1-3 % of primary schools delivering Bikeability Level 2 training 2012-2013 % of primary schools delivering Level 2 training 2013-2014 Travel to School (P5-P7 children normally travelling to school by bicycle)	Bikeability Level 2 - 130 School Pupils 2014/15 (Sustrans) 5.4% 24.3% 2013 – 2.8% 2011-2013 – 4.0% 2008-2010 – 4.2%	To develop Active Travel route guides to promote Active Travel for physical activity, recreation, commuting and health purposes. Annual Increase in the percentage of people walking and cycling to work within East Dunbartonshire Annual increase in % of primary schools delivering Bikeability Level 2 training Annual Increase in the number of people using Active Travel for short trips. Annual Increase the percentage of children walking and cycling to school	Annual Travel to Work Surveys with identified businesses Workplace Travel Plan monitoring reports Sustrans Hands Up Survey Scottish Household Survey Cycling cordon count data on key routes

The Active Travel Strategy will be monitored on an annual basis through the collection and maintaining of appropriate data that informs trends. An evaluation of the trends will provide East Dunbartonshire Council with the opportunity to examine and assess progress against the objectives and targets.

The Active Travel Strategy will present a bi-annual monitoring report to:

- East Dunbartonshire Council – Transport Steering Group (external stakeholders)
- East Dunbartonshire Council – Transport Working Group (East Dunbartonshire Council Elected members) and;
- East Dunbartonshire Council – Development and Regeneration Committee.

The bi-annual Active Travel Strategy Monitoring Report will be posted on the East Dunbartonshire Council website following its approval for public view.

East Dunbartonshire Council Active Travel Strategy 2015-2020

Draft Strategy September 2015

Other formats

This document can be provided in large print, Braille or on CD and can be translated into other community languages. Please contact the Council's Corporate Communications Team at East Dunbartonshire Council, 12 Strathkelvin Place, Southbank, Kirkintilloch, G66 1TJ
Tel: 0300 123 4510

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

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