

East Dunbartonshire

Active Travel Strategy
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Contents

1. Executive Summary	1
2. Background	2
2.1 Introduction	2
2.2 The Vision	2
2.3 Aims, Objectives and Outcomes	3
2.4 Project Description	4
3. Context	5
3.1 Policy Context	5
3.2 Baseline Conditions	21
4. Partners and Consultations	29
4.1 Introduction	29
4.2 Stakeholder Consultation	30
4.3 Stakeholder Workshop Summaries	31
5. Network Review, Gap and Issue Analysis	50
5.1 Introduction	50
5.2 Issues and Constraints	50
5.3 Network Gaps	57
5.4 SWOT Analysis	60
5.5 Summary	68
6. Action Plan	70
6.1 Introduction	70
6.2 Walking and Cycling Infrastructure Works – Removing the Physical Barriers	70
6.3 Walking and Cycling Infrastructure Works - Addressing the Gaps	84
6.4 Quick Wins – Physical Infrastructure	104
6.5 Spatial Strategy	108
6.6 Behaviour Change Plan	125
6.7 Monitoring Plan	136

Figures

Figure 3.1 – 2011 Census Travel to Work Data (Numbers travelling to East Dunbartonshire)	24
Figure 3.2 – Non Internal Journey to Work Movements (EDC Staff)	27
Figure 6.1 - Audit Areas	66
Figure 6.2 - Lennoxton	67
Figure 6.3 - Strathkelvin Railway Path (North)	70
Figure 6.4 - Milton of Campsie & Torrance	72
Figure 6.5 - Kirkintilloch East	76
Figure 6.6 - Kirkintilloch West	82
Figure 6.7 Bishoppbriggs	86
Figure 6.8 - Milngavie	94
Figure 6.9 North Milngavie	98
Figure 6.10 West Milngavie	99

Figure 6.11 Milngavie South / Bearsden (North - East)	101
Figure 6.12 Bearsden (West)	104
Figure 6.13 - Bearsden	108
Figure 6.14 - Bearsden Cross, Bearsden Station, Hillfoot Station and A81	111

Tables

Table 3-1 – Proportion of Journeys within 2km, 5km and 8km by EDC Workplace	25
Table 3-2 – Journey to Work Movements by Post Code Sector and District	26
Table 4-1 - Common Themes	33
Table 4-2 -Identified Opportunities and Specific Route Opportunities	35
Table 4-3 - Common Themes	36
Table 4-4- Identified Opportunities and Specific Route Opportunities	39
Table 6-1 Quick Wins – Physical Infrastructure	105
Table 6-2- Behaviour Change Action Plan	130
Table 6-3 Quick Wins – Behaviour Change	135
Table 6-4 - Monitoring Plan	137

Appendices

Appendix A	Audit Trail
Appendix B	Stakeholder Feedback
Appendix C	Internal Workshop Attendee List
Appendix D	External Workshop Attendee List
Appendix E	Active Travel Survey Results
Appendix F	Action Plan Option Workshop Attendee List
Appendix G	Route Audit

1. Executive Summary

The Active Travel, Active Scotland statement presented an ambitious vision for Scotland: that by 2020, 10% of all journeys will be made on a bicycle and 25% made on foot. East Dunbartonshire Council shares this vision, and recognises that walking and cycling has an important role to play in contributing to the health and wellbeing of those who live, work and visit its towns and villages and the benefits that it can provide to the local environment and economy.

This recognition forms an integral part of the current East Dunbartonshire Local Transport Strategy (LTS), which outlines policy and proposals for a period of four years up to and including 2017. A number of the actions set out in the LTS will be delivered through the framework of an Active Travel Strategy.

Through a detailed and thorough analysis of consultations, desktop studies and route audits a list of options has been prepared to promote and encourage active travel uptake in the area. These options include a number of ways to address gaps in the network, presenting a more cohesive and coherent active travel network for East Dunbartonshire and extending the Core Path network. They also aim to address identified issues and constraints, improving the network and removing barriers to active travel. Both 'quick wins' and long-term aspirations are identified, presenting options for immediate implementation and those that will take a period of concerted effort to achieve high-level objectives.

It is evident that physical infrastructure measures must also be complemented by a programme of behaviour change methods to change people's perception of active travel in order to increase participation and engender long-term behaviour change. To this end a behaviour change plan has been developed, presenting actions for the immediate and long-term future in order to facilitate this change and create a cultural shift towards active travel.

Currently only 1% of short trips are made by bicycle and 23% by foot. The private car is the most dominant form of transport with 64% of trips made by car. In order to achieve the vision East Dunbartonshire Council have foreseen, this Active Travel Strategy will look to take an innovative and holistic approach to promoting modal shift and increase participation in active travel. Through the approach outlined in this document, and cooperative working with the people of East Dunbartonshire, the area has the potential to not only achieve its vision, but to exceed it.

2. Background

2.1 Introduction

It is widely acknowledged that cycling and walking have many benefits, including: improved health; better air quality through modal shift; reduced CO2 emissions; less road congestion; reduced inequality by improving access to employment and services; greater opportunities to develop tourism and more pedestrian and cyclist friendly places with an overall higher quality living environment.

Improving the active travel network within East Dunbartonshire will not only provide improved opportunities for local communities, but will also make the area more attractive and accessible for visitors. East Dunbartonshire already enjoys a wealth of natural and green network assets that act as trip attractors, but making the area more attractive to walkers and cyclists will further encourage tourists to visit local attractions, stay for longer and stimulate economic activity in the area. Furthermore, it is essential that excellent active travel connections are provided in order to allow visitors to access public transport infrastructure, town centres and green network assets by active travel means.

This Active Travel Strategy for East Dunbartonshire identifies the barriers to cycling and walking, the existing patterns of active travel and gaps and issues in the physical network in and around East Dunbartonshire. Subsequently, a number of opportunities have been identified through a programme of actions and campaigns to address these issues which aim to make cycling and walking viable and attractive options.

2.2 The Vision

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

2.3 Aims, Objectives and Outcomes

In order to achieve this vision, the Active Travel Strategy has the following aims:

- To increase the numbers choosing active travel methods for short journeys;
- To improve the area's existing active travel infrastructure and provide connections where these are lacking;
- To improve air-quality in the area;
- To facilitate and encourage long-term behavioural change; and
- To promote active travel routes for leisure and tourist purposes.

These aims will be facilitated through a number of objectives:

- A significant increase in those walking and cycling short journeys (2 miles and 5 miles respectively);
- A reduction in vehicle trips, with a corresponding reduction in emission levels;
- Create a comprehensive and connected network of high-quality routes with active transport hubs at key facilities (town and retail centres, rail stations, large employers);
- A cultural and behavioural shift towards active travel modes, and furthermore towards sustainable transport (incorporating rail and bus travel); and
- Increased walking and cycling participation for leisure and tourism purposes in East Dunbartonshire.

Through the achievement of these objectives, the following outcomes will be attained:

- Visibly more pedestrians and cyclists utilising the area's infrastructure;
- Less vehicles on the area's roads, with fewer or no AQMA sites;
- A well-developed, connected network of active travel routes and infrastructure;
- Delivery of behavioural change, through activities such as training and promotion of active travel; and
- More people choose to visit East Dunbartonshire for cycling and walking.

2.4 Project Description

East Dunbartonshire Council (EDC) recognises that cycling has an important role to play in contributing to the health and wellbeing of those who live, work and visit its towns and villages and the benefits that it can provide to the local environment and economy.

EDC published its current Local Transport Strategy (LTS) in 2013 which outlines policy and proposals for a period of four years up to and including 2017. The Local Transport Strategy action plan includes actions for:

- Development and Implementation of a Cycling Strategy;
- Identifying opportunities and developing the active travel network across East Dunbartonshire, incorporating existing local, regional and national routes which will be undertaken in line with high environmental and design standards;
- Undertaking an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal; and
- Identifying and developing appropriate infrastructure such as improved off-road surfacing, routing and on-road / junction priority measures to encourage cycling in rural areas of East Dunbartonshire.

It is intended that the above actions will be integrated and delivered through the framework of the Active Travel Strategy.

3. Context

3.1 Policy Context

The following chapter aims to provide an overview of local, regional and national policy related to and that will influence the Active Travel Strategy. This will include policy that influences public transport, car use and land-use planning, as well as walking and cycling directly. It is intended that the Council's Active Travel Strategy be aligned with these documents in order to ensure a consistent approach to achieving the collective policy goals, and that the strategic outcomes of this Strategy will contribute to the delivery of national, regional and local policy objectives.

3.1.1 *National Policy*

National Planning Framework 3 (NPF3)

The National Planning Framework 3 (NPF3) is a long-term strategy for Scotland, setting out the Scottish Government's development priorities over the next 20 to 30 years and identifying key strategic national developments. The NPF3 is accompanied by an Action Programme identifying how it should be implemented, by whom, and when. Any statutory development plans must give consideration to the NPF.

The NPF sets out a number of strategies and objectives that will influence the Active Travel Strategy in East Dunbartonshire and assist in prioritising any associated improvements. The NPF3 states that "a national long-distance walking and cycling network will link key outdoor tourism locations across the country and will be an important tourism asset in its own right. As a result, we have identified it as a national development." Furthermore, it states that "along the length of the network of routes there will be opportunities to develop shared infrastructure to further enhance the tourism offering. Added benefits for rural communities can also be secured through connections with local Core Path networks to support recreation and active travel."

The NPF3 reiterates throughout the document that not only will a walking and cycling network enhance visitor and recreational experience, but also ensure the people of Scotland have greater access to the outdoors, resulting in associated improvements to health and wellbeing.

It is recognised that access to and between existing networks should be improved through better links in order to increase urban and rural connectivity, and that such a network will better facilitate active travel. These networks will incorporate the Core Paths, the National Cycle Network, Scotland's Great Trails and the Scottish Canal Network, and look to provide appropriate links with public transport in order to promote multi-modal journeys.

The document also states that part of the low carbon agenda is to encourage Local Authorities to develop an "exemplar walking- and cycling-friendly settlement", which will act as a key node on the national walking and cycling routes, as well as providing a demonstration of best practice for use in other towns and cities.

The East Dunbartonshire Active Travel Strategy will look to support the aims of the NPF3. The strategy will improve and build upon the existing network of routes in East Dunbartonshire, and the long-distance routes through the area will be an integral part of the overarching aims. Links between settlements will be improved and added where required. The Core Paths and canal routes are integral to the local network, while the National Cycle Network routes and long-distance routes will be promoted as tourist and leisure attractions as well as providing opportunity for longer commuting journeys. Additionally, through shared-space and public realm improvements the Active Travel Strategy will look to create an 'exemplar settlement'. East Dunbartonshire has a number of locations which could potentially form part of this project, given the presence of national routes such as the Forth & Clyde Canal and John Muir Way.

Scottish Planning Policy (SPP)

The Scottish Planning Policy was published on June 23, 2014. The SPP is a statement of Scottish Government policy on how nationally important land-use planning matters should be addressed across the country. It is non-statutory, yet Section 3D of the Town and Country Planning (Scotland) 1997 Act requires that functions relating to the preparation of the National Planning Framework by Scottish Ministers and development plans by planning authorities must be exercised with the objective of contributing to sustainable development.

The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The SPP sets out policy principles in order to ensure planning creates a better place. This Active Travel Strategy will look to follow these principles, including: a spatial strategy to promote a sustainable pattern of development; design in line with *Designing Streets*; facilitating accessibility; protecting and enhancing the environment; making efficient use of existing infrastructure and giving weight to net economic benefit. The strategy will look to create environments that are easy to move around within and without placing the needs of people above the motor vehicles.

The strategy details that this will be achieved through prioritising sustainable and active travel choices, improved connections between paths and routes, and providing transport hubs for multi-modal methods.

Policy Principles: 270 states that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transportation modes; and
- Facilitate freight movement by rail or water.

The SPP details how these principles will be delivered: through effective development planning, such as through spatial strategies that identify active travel networks and promote opportunities for travel by more sustainable modes; by safeguarding disused railway lines with the prospect of being reused as potential active travel routes; by following the design principles of *Designing Streets*; and creating innovative solutions for rural areas such as small park-and-ride facilities at nodes on bus corridors.

The Active Travel Strategy will look to incorporate these principles through the effective use of existing infrastructure, by prioritising the movements of people over the movements of vehicles,

and by promoting high-quality, innovative design solutions appropriate to the profile of the location.

National Transport Strategy (NTS)

The National Transport Strategy was published in 2006 by the Scottish Government and Transport Scotland. The NTS sets out the context for the activities of regional Transport Partnerships and local authorities, and further develops the Scottish Government's aims and objectives for transport, as set out within *Scotland's Transport Future – The Transport White Paper*.

The White Paper sets out the Scottish Government's vision for Transport, and its proposals seek to reform transport delivery at national and regional levels across Scotland. It includes the following objectives:

- To promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

The NTS identifies various trends and projections for transport in Scotland, establishing a profile characterised by growth in travel, predominantly with an increase in car journeys, but also a reversal of the decline in public transport patronage previously seen. This increase in travel is likely to be associated with an increase in disposable income, economic growth and change in land-use patterns.

The document then identifies the key challenges affecting transport in Scotland as:

- Congestion and journey time reliability;
- Emissions; and
- Social Inclusion Issues.

In order to tackle these issues, the high-level expectations of the NTS are:

- Delivery of the White Paper objectives;
- Improve journey times and connections: to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce emissions; to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve quality, accessibility and affordability: to give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.

The NTS is almost 10 years old, and written in a pre-recession Scotland. There is intent to update the policy to better reflect the current transport situation. Nevertheless, although there is no specific mention of active travel the outcomes generated from the Active Travel Strategy support the strategic outcomes from the NTS in a number of ways: by inducing modal shift to active means and thereby reducing congestion and emissions; by improving access and affordability of active travel through the provision of enhanced infrastructure; and by improving social inequality and cohesion through better local networks.

A Long term Vision for Active Travel in Scotland 2030 – Transport Scotland

This document was produced by Transport for Scotland and released in 2014. It presents a vision for Scotland in 2030 of communities shaped around people, with walking or cycling as the most popular choice of transport. The strategy aims to achieve this vision by encouraging more people to walk and cycle for everyday shorter journeys. It focuses on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning.

The document looks to achieve the following through active travel: better health and safer travel for all; reduced inequalities; cutting carbon emissions and other pollution; liveable, more pleasant communities; and support for the delivery of sustainable economic growth.

The strategy describes how Scotland will look once this is achieved: there will be significantly more people choosing to walk and cycle shorter journeys up to 2 miles for walking and 5 miles for cycling; active travel will be the norm, regardless of gender, ethnicity, age or background; 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.

It is envisaged that there will be a cultural and behavioural change toward pedestrians and cyclists, linked to a sustained education and training provision programme. Additionally, information on active travel will be easily accessible and in a variety of formats.

The Active Travel Strategy will look to facilitate this vision and adopt it as a vision for East Dunbartonshire. In particular, the vision outlined in the document clearly encompasses both infrastructure and behaviour change, and the Active Travel Strategy will replicate this approach, seeking to provide appropriate, well-connected and maintained infrastructure as well as implementing a comprehensive behaviour change strategy.

Active Travel, Active Scotland – Our Journey to a Sustainable Future

This statement was published in May 2012 and was prepared through cooperation between Cycling Scotland, Sustrans, Living Streets Scotland, Paths for All Scotland and Transform Scotland. The document aims to assist decision makers in all levels of government in Scotland, advocating a substantial increase in investment in active travel in Scotland and presenting an evidence base to support the report's claims that active travel can help remedy many of the social, economic and political challenges facing Scottish society.

It sets out the current state of active travel in Scotland, stating that only 1% of short trips are made by bicycle and 23% on foot. The private car is the most dominant form of transport with 64% of trips made by car. The report also notes that despite current central and local government policy advocating investment in active travel, Scotland's transport funding decisions favour major schemes and subsidies are failing to deliver wider benefits. It states that active travel needs to receive higher funding allocations, more commitment to existing policies and strong leadership.

The report identifies that active travel impacts on all 5 of the Scottish Government's National Objectives, and is also a key deliverable in achieving the Scottish Government's targets of reducing carbon emissions by 42% by 2020 and by at least 80% by 2050.

The report identifies the weaknesses that prevent Scotland from currently achieving the required levels of active travel, and then sets actions to address these weaknesses, describing a vision for the future and appropriate monitoring strategies for measuring success, encompassing:

- 10% of all journeys by bike and 25% of all journeys by walking by 2020;
- The completion of the National Cycle Network;
- Delivery of on-road cycle training to all P6 pupils;
- The implementation of the active travel elements of Core Path Plans including the signing, maintenance and development of off road routes;
- Street audits leading to priority for pedestrians on all routes to key destinations in towns and cities; and
- The re-allocation of road space to create traffic free cycle lanes on all arterial routes in all towns and cities.

It is essential that the active travel network is effectively monitored, and while the NTS provides an opportunity to monitor at a national level, there is a lack of monitoring, measuring success and performance management at a local level.

Active Travel, Active Scotland also presents a defined vision for an active Scotland, with potential targets to adapt as part of the East Dunbartonshire Active Travel Strategy. Additionally, it is recognised that monitoring and evaluation will form an essential part of an ongoing, long-term strategy.

The report presents the work in Bishopbriggs as an example of best practice; 8% of P5 and P6 pupils now cycle to school in the town, considerably above the national average. This work should be continued and the efforts made here replicated in other towns within East Dunbartonshire.

Cycling Action Plan for Scotland 2013 (CAPS)

The Cycling Action Plan for Scotland (CAPS) was originally published in 2010, and set out an ambitious vision; by 2020, 10% of all journeys taken in Scotland will be by bike. CAPS was updated in 2013 in order to reflect upon the steps taken toward the targets set in the original 2010 document, and restate the underpinning strategy.

Whilst the primary focus of the CAPS is on cycling as a transport modal choice, it is recognised that it is important to take a wider approach, as leisure cycling can facilitate future modal shift toward active travel. The CAPS also recognises that cycling can influence a wide range of policy aims, not just those that are directly transport related, and that a number of other policies affect the ability and willingness of the individual and of communities to engage in active travel.

The document summarises how Scotland will achieve its vision in 19 actions, expanding these in the main body of the report and including a reflection on the original 17 actions set in 2010.

Some of these actions will be implemented at a national level, yet the East Dunbartonshire Active Travel Strategy will support a number of the actions directly, such as:

- *“Mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices;*
- *Continue to develop and maintain community links;*
- *Continue to develop and maintain the National Cycle Network;*
- *Promote the implementation of 20mph schemes in all residential areas; and*
- *Continue the roll-out of bikeability Scotland cycle training”.*

The report states that in order “to achieve an increase in cycling, we need to ensure that: appropriate infrastructure is developed; is maintained to a high standard; and that the roads are

as safe as they can be for cyclists.” This includes a wide variety of measures, such as extending and maintaining the NCN, implementing more 20mph zones, introducing more segregated cycling infrastructure to promote increased participation and the expansion and maintenance of the statutory Core Paths Plan.

The CAPS recognises that consideration to cycling infrastructure and the promotion of active travel routes needs to be given in the planning and design process. Priority should be given to cyclists and pedestrians before car drivers when designing streets.

Transport integration is also highlighted as a vital part of achieving the vision for sustainable active travel. Ensuring cycle facilities are present at bus and rail stations are an important element of transport integration, but further initiatives like the cycle hub at Stirling Railway Station or rentable lockers at stations could be implemented. Bus and rail operators should be encouraged to carry bicycles and increase capacity where this facility is already available.

Employers should be encouraged to work towards the Cycle Friendly Employers Award. In East Dunbartonshire, the success of Bishopbriggs in supporting all 7 primary schools to achieve the Cycle friendly award should be emulated across the area.

The CAPS recognises that increased cycling will not be achieved through the provision of infrastructure alone, and that promotion of initiatives and facilitating behaviour change are of equal importance.

This behaviour change and promotion can be accomplished in a great number of ways, and the Active Travel Strategy will look to incorporate those examples given in the CAPS as appropriate. These include increasing the delivery of bikeability in local schools and extending the training out to include adults, and the promotion of canals and cycling routes for tourism as an integral part of increasing leisure related active travel; figures suggest that there has been a 300% increase in the numbers using canal towpaths over the past 8 years¹.

The document sets out a core outcome and indicator approach for monitoring progress toward the 2020 vision, highlighting the lack of data available to undertake detailed monitoring and

¹ CAPS 2013, p18

evaluation of schemes, as well as the difficulty in measuring different types of cycling, such as purpose or when part of a multi-modal journey.

The East Dunbartonshire Active Travel Strategy will look to follow the approaches set out in the CAPS, and contributes to those actions where appropriate.

The National Walking Strategy

Let's get Scotland Walking – The National Walking Strategy (2014) was published by the Scottish National Government.

The strategy aims to:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone.

In order to achieve this, the document recognises that there is no one simple solution that will create an active travel culture, and that a concerted cross-sector effort is required to deliver behaviour change. Interventions need to be at an individual, community and population level.

3.1.2 Regional Policy

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

The RTS for West Scotland was published in 2007 by the Strathclyde Partnership for Transport (SPT), and presents a vision for “A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. SPT is the transport partnership for the west of Scotland, of which East Dunbartonshire is one of its 12 members.

The document aims to develop the economy, promote social inclusion and equality, improve health and protect the environment. In order to achieve this, the following objectives are presented:

- Safety and Security: to improve safety and personal security on the transport system;
- Modal Shift: to increase the proportion of trips undertaken by walking, cycling and public transport;
- Excellent Transport System: to enhance the attractiveness, reliability and integration of the transport network;
- Effectiveness and Efficiency: to ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight;
- Access for All: to promote and facilitate access that recognises the transport requirements of all;
- Environment and Health: to improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system; and
- Economy, Transport and Land-use Planning: to support land-use planning strategies, regeneration and development by integrating transport provision.

Through these objectives, the RTS aims to facilitate the following outcomes, aligned with the Scottish Government's National Outcomes: improved connectivity; access for all; reduced emissions and attractive, seamless, reliable travel.

The strategy makes little mention of active travel; although it discusses the potential active travel has in achieving its outcome of reduced emissions.

3.1.3 *Local Policy*

East Dunbartonshire Local Transport Strategy (2013 – 2017)

The third East Dunbartonshire Local Transport Strategy was published in 2013, setting a vision for transport in the area until 2017.

The strategy acknowledges that East Dunbartonshire is characterised by an ageing population with low levels of deprivation, low unemployment and high car ownership in comparison to the national statistics. In regards to active travel participation, only 3% of ED's population walk to work, 10% lower than the national average, and only 1% cycled to work. Considering the link between car ownership and the propensity to choose to make car journeys, it is considered a priority to provide safe, efficient and attractive sustainable alternatives. The LTS states that it

will aim to achieve this “through improved infrastructure for active travel”, and its seven transport objectives.

Section 4.2 includes a review of active travel in the area. It concedes that the current condition of the footways and footpaths across ED are of varying quality, and that the majority of walking routes are adjacent to the road network. However, since the adoption of the Core Paths Plan, EDC has invested in a number of routes to upgrade the network and encourage active travel, such as the Forth & Clyde Canal Towpath, the West highland Way and the Boghead path at Lenzie. There is also some data presented on annual visitors to the canal path, showing an increase since 2011.

The existing ‘A road’ network through ED is presented, highlighting areas that may be considered for active travel corridors and where there are known issues (for example, along the A81 through Bearsden or A803 in Bishopbriggs).

Section 6 details the EDC’s consultation with various stakeholders, carried out to ascertain the key issues and priorities. The results showed that stakeholders felt improving and maintaining the road and footway condition were of the highest priority, whereas access & social inclusion and active travel were considered lower priorities. Specifically, repairing potholes and resurfacing the carriageway as well as regular gritting - including the footways - were the main focus.

In regards to improvements to the active travel network, respondents felt that improving the walking and cycling routes to the railway station should be the main priority, closely followed by improvements to off-road cycle routes and to the walking network in the Core Paths Plan.

Section 7 states that the design of the town centres and street network in East Dunbartonshire has historically given priority to the motor car, and public realm improvements and further development should focus on creating an environment that encourages walking and cycling, providing high quality environments with associated cycle storage facilities.

Section 7.3 outlines specific issues and potential interventions to tackle them. The strategy highlights the need for improvements to Bearsden and Milngavie town centres and the railway stations, including the provision of off-road footpaths and cycle paths to enhance accessibility.

In Bishopbriggs, a number of issues can be addressed through improvements to the active travel network, complementing the existing work being done to improve the highways. These include: Improving the accessibility at Westerhill Business Park and Strathkelvin Retail Park; improving the public realm in the town centre to promote walking and cycling; provision of an off-road path between Bishopbriggs town centre and the Forth & Clyde Canal Path.

In Kirkintilloch, whilst improvements have been made, the public realm needs continued improvement to ensure it is conducive to walking and cycling. For example, the lack of footways on the Kirkintilloch Link Road could be addressed.

Additionally, the high volumes of traffic and poor air quality recorded on the network of major roads is considered to be a direct result of the reliance on car trips. It is highlighted that there is poor accessibility to areas of tourism interest, including the Camspie Fells, Mugdock Country Park and the Forth & Clyde Canal Path. It is also noted that facilities and services across East Dunbartonshire are not well connected, and that the Active Travel Network overall lacks interconnectivity. Maintenance of the network during winter months was raised as an issue, with a lack of gritting and snow clearing reported.

The EDC LTS sets out clear targets and the role the Active Travel Strategy will play in meeting these. Specifically, the comprehensive review of issues and constraints in conjunction with the interventions and action plan sets out a number of priorities that the strategy will need to prioritise, and the consultation exercise gives an indication of the level of public acceptability that can be expected.

Single Outcome Agreement 2014 – 2017

The East Dunbartonshire Single Outcome Agreement sets the outcomes that the council wants to achieve in conjunction with the people and communities of East Dunbartonshire.

An Active Travel Strategy can potentially support all the outcomes indirectly, but clearly directly supports the following outcomes:

- East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base;

- East Dunbartonshire is a safe and sustainable environment in which to live, work and visit; and
- Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced.

Core Paths Plan

East Dunbartonshire's Core Paths Plan 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. The Core Paths present a network of well-used routes across the area designed to be as unrestricted as possible, although not all the paths cater for every user.

The Core Paths Plan has been developed according to the following principles:

- The Core Paths Network will bring our communities together. Paths will start and finish near where people live. Paths will link people to their town centres, work places and schools.
- Through time each Core Path will be signposted at key access points and the least restrictive access option will be used where gates and barriers are required.
- Core Paths will be 'fit for purpose'. This means that a path should be of a standard appropriate for the anticipated users and location. A Core Path in the Campsie Fells can be a simple sheep track while an urban Core Path may have street lighting and a bitumen surface.
- The Plan is the foundation for building our path network: a network that will provide many benefits. Most importantly it will secure a fundamental entitlement; the freedom to walk unimpeded through our towns, villages and countryside.
- The Forth & Clyde Canal, Allander/Kelvin Way, and the Strathkelvin Railway Path provide the basic scaffolding for the Plan. Connecting into this are the second tier of routes identified as having special importance to local communities. The network is fully fleshed out by local or less used routes that will not be Core Paths but contribute in their small way to the greater whole.

The Active Travel Strategy will look to support the network of Core Paths, through incorporating them within its network and by expanding and maintaining the existing routes. Additionally, it will

look to ensure that all Core Paths, both planned and existing, meet the criteria set out in the Plan: ensuring each Core Path is fit for purpose; makes circular routes and comprehensive networks; provides access and links; and connects to the wider national network across boundaries.

3.1.4 *Summary*

The policy review illustrates East Dunbartonshire as an area characterised by high car ownership and usage, with a corresponding low level of active travel participation. The vision presented in CAPS for Scotland is considered aspirational for the country, yet particularly so for East Dunbartonshire, with current participation levels below national averages.

In order to address this, the Active Travel Strategy will align itself with national, regional and local policy and move to support the Scottish Government and EDC's aims to increase active travel participation.

Considering all the aims of the national, regional and local policy, common themes underpin transport policy in Scotland. These are summarised in the following aims:

- Improve social and health inequalities and support economic growth;
- Induce modal shift;
- Improve access and affordability through enhanced infrastructure;
- Utilise existing infrastructure where possible;
- Incorporate high-quality, innovative design principles; and
- Enhance and preserve the natural environment, including the reduction of emissions.

Considering all the relevant policy, a vision for transport in Scotland and East Dunbartonshire becomes apparent and has directly influenced the aims, objectives and outcomes of the Active Travel Strategy.

Incorporating the various policy documents, these outcomes are summarised as:

- A significant increase in those walking and cycling short journeys (2miles and 5 miles respectively);
- A reduction in vehicle trips, with a corresponding reduction in emission levels;

- A comprehensive, connected network of high-quality routes with active transport hubs at key facilities (town and retail centres, rail stations, large employers); and
- A cultural and behavioural shift towards active travel modes, and furthermore toward sustainable transport (incorporating rail and bus travel).

An interrogation of national, regional and local policy gives a wide range of potential interventions to achieve these aims and outcomes. The LTS in particular details specific interventions in East Dunbartonshire that can contribute to the success of the Active Travel Strategy.

Building on the existing network and utilising what already exists to its fullest extent is vital to achieve value for money and promote best practice. This must incorporate long distance as well as local routes, and include Core Paths, canal and railway routes, NCN routes and national leisure routes.

Accessibility is essential, and ensuring that all users (leisure, tourist and commuter, incorporating those with any mobility issues) can easily access the entire network is a key aspect of the strategy. This will include enhancing access for schools, workplaces, town centres and other appropriate facilities.

While not strictly active travel, the overlap with sustainable transport and potential to increase multi-modal journeys suggests that increasing accessibility to transport hubs and stations should be part of an Active Travel Strategy.

Innovative methods will be required to increase active travel participation in the more rural areas of East Dunbartonshire, while existing facilities in urban centres can be enhanced to achieve the outcomes of the Strategy.

Promotion of the cultural, natural and historical assets of East Dunbartonshire will be a major part of the drive to increase active travel methods for leisure and tourism purposes.

It is clear that infrastructure must be complemented by appropriate behaviour change methods, and the Active Travel Strategy must also focus on changing people's perception of active and sustainable travel in order to increase participation, achieve its vision and engender lasting change.

3.2 Baseline Conditions

3.2.1 *East Dunbartonshire Profile – Population*

East Dunbartonshire has a population of approximately 105,000 and covers an area of 77 square miles, comprising a mix of urban and rural areas. The urban settlements include Bearsden, Bishopbriggs, Kirkintilloch, Lennoxtown, Lenzie, Milngavie, Milton of Campsie, Torrance and Twechar.

Census data indicates that the population of East Dunbartonshire is in decline with an increasing proportion of the population being of pensionable age. Between 1991 and 2001, the population of East Dunbartonshire fell by just over 1% and by 3% between 2001 and 2011. Recent population projections by the Register General for Scotland suggest that the population of East Dunbartonshire will decline by nearly 10% over the next 25 years.

The NRS 2012 Mid-Year estimates indicate that 62% of East Dunbartonshire's population is of working age; 17% are under 16 years of age and 20% of pensionable age. Over the next 25 years it is expected² that the number of children will decrease by nearly 23% during this period whilst the population of pensionable age is expected to rise by 22%. By 2035 it is expected that people over the age of 65 will account for 32% of the population of East Dunbartonshire. The highest population increase will be seen in those aged 75 and over, with a predicted increase of 86% accounting for 18% of the total population.

3.2.2 *Economy*

Despite being recognised as one of the best areas to live in Scotland based on residents' health, life expectancy, employment, school performance and climate there are major inequalities across the authority, with pockets of deprivation where the quality of life falls below the national average. According to the Scottish Index of Multiple Deprivation 2012, there is only one mile separating a datazone in Hillhead which is in the top 3% most deprived in Scotland to a datazone in Lenzie North which is in the 1% least deprived.

East Dunbartonshire has higher levels of employment than the Scottish average with 77.1% of the working age population classed as economically active, higher than the Scottish average of

² NRS 2010 based pop

70.6%. Unemployment levels are lower than the national average, with 1.4% of the working age population claiming job seekers allowance as compared to 3.2% nationally. The workforce is highly skilled with 48.8% employed in Managerial, Professional and Technical occupations which is higher than the Scottish average of 40.3% and a higher than average number of school leavers are entering employment, training or further education with 94.7% entering positive destinations in 2011/12 as compared to a Scottish average of 89.9%³.

However, the East Dunbartonshire workforce is heavily reliant on the wider economy of the surrounding area, with the number of jobs per head of population being 0.41 as compared to the Scotland average of 0.76⁴. As such East Dunbartonshire is widely regarded as a commuter location. Despite this there are around 3,000 businesses (mostly small and medium sized enterprises) within the authority area. The largest proportion of jobs by industry is within the Service sector with public administration, education and health comprising 28% of jobs in the area.⁵

3.2.3 *Health and Physical Activity*

Compared to the rest of Scotland, people living in East Dunbartonshire are relatively healthy. However, good health is not distributed evenly across the area with health inequalities apparent in the most deprived areas. East Dunbartonshire has the highest life expectancy in Scotland for men (79.4 years)⁶. Female life expectancy is also high at 82.7 years, 2 years above the Scottish average.

With regards to activity, East Dunbartonshire's population is relatively active with 79% of people participating in sporting activity, 7% higher than Scotland as a whole. The most popular activity was walking, with 60% having walked for at least 30 minutes within 4 weeks prior to the survey, as compared to cycling for which only 11% reported to have cycled for at least 30 minutes⁷.

People aged 25-44 are most likely to meet the target for physical activity (30 minutes of moderate activity for five or more days per week) within East Dunbartonshire, those aged 75+

³ Skills Development Scotland: School Leaver Returns

⁴ Office for National Statistics

⁵ East Dunbartonshire Area Profile

⁶ National Records of Scotland: Life Expectancy for areas in Scotland (2008-2010)

⁷ Scottish Household Survey (2009/10)

and those living in the most deprived areas are least likely to meet the physical activity target⁸, indicating a need to encourage further participation in physical activity amongst these groups.

3.2.4 *Active Travel – Cycling*

The proportion of households in East Dunbartonshire that have access to one or more bicycles for private use is 42.8%, which is significantly higher than the national average of 34.7%. Comparatively the proportion of households in East Dunbartonshire that have no access to a car for private use is 17.2% which is much lower than the national average of 30.6%.⁹

Cycling as a main mode of travel in Scotland was estimated at 1% in 2013 while the volume of cycling traffic was 329 million vehicle kilometres travelled. This represents a significant increase of 32% as compared to levels in 2003. The 2013 Scottish Household Survey shows that within East Dunbartonshire cycling as a main mode of travel was 0.8% in 2013 as compared to a figure of 1.5% for the South West Scotland area¹⁰. It is estimated that 62.2% of all journeys made in Scotland are under 5km. The corresponding figure for East Dunbartonshire is 56.6%⁹

3.2.5 *Travel to Work*

The proportion of those cycling to work at least regularly is 5.6% for Scotland as a whole. The sample size used to determine the proportion of people who cycle to work usually or regularly within East Dunbartonshire was considered too small to present a figure, although the results for South West Scotland indicate that 6.6% across the area cycle regularly to work⁹.

The 2011 census data indicates that for journeys to work only 16.5% of journeys are less than 2km and 32.35% of journeys are less than 5km. 9.9% travelled to work on foot and 1.4% use a bicycle as the main mode of travel to work for Scotland as a whole. Within East Dunbartonshire the proportion of journeys to work which are less than 5km is below the national average at 25%.¹¹

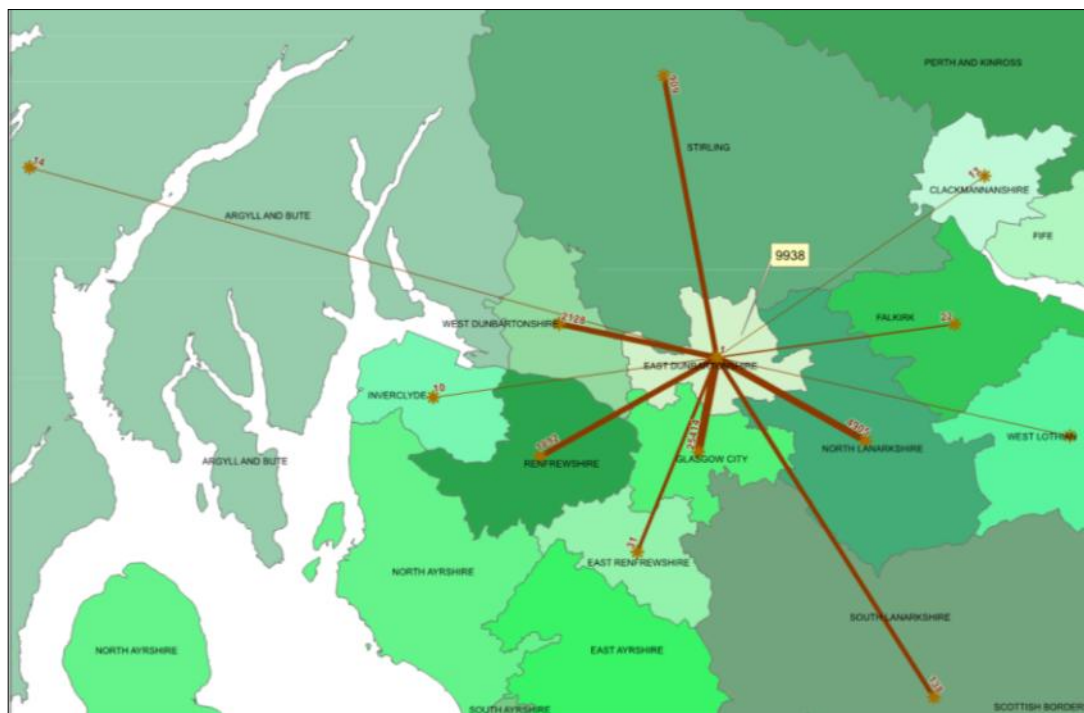
⁸ Draft NHSGGC 2011 Health & Wellbeing Survey

⁹ Cycling Scotland Annual Monitoring Report (2015)

¹⁰ Scottish Household Survey (2013)

¹¹ Scotland Census Data (2011)

Figure 3.1 – 2011 Census Travel to Work Data (Numbers travelling to East Dunbartonshire)



The top 5 reasons for not cycling to work given in the Scottish Household Survey 2013 include: too far to cycle (36.2%); adverse weather (19.0%); do not have a bicycle (13.9%); too many cars on the road (13.9%); and, traffic travels too fast (11.7%). Other reasons stated included:

nowhere at work to shower / change (7.6%); not enough safe places to lock bike (2.8%); can't ride a bike (2.1%); and difficulty taking bike onto other forms of public transport (1.9%).

Analysis of home and work post code data for approximately 2,500 employees of East Dunbartonshire Council has been undertaken and gives a positive indication that there is scope to grow the active travel mode share for journeys to/from work. Analysis of the ten locations with the largest number of employees indicates that 20% of employees live within 2 kilometres of the workplace and 43% live within 5 kilometres, which are considered acceptable walking and cycling distances respectively.

Table 3-1 below shows the proportion of those employed at each EDC workplace (top 10) that live within comfortable walking and cycling distances. In all cases there are over 50% of employees living within 8km (5 miles) of their place of work, over 30% living within 5km and in 6 out of 10 cases 20% or more living within 2km.

Table 3-1 – Proportion of Journeys within 2km, 5km and 8km by EDC Workplace

Workplace	% Under 2km	% Under 5km	% Under 8km
1. COUNCIL HQ, KIRKINTILLOCH	20%	48%	66%
2. BROOMHILL INDUSTRIAL ESTATE	19%	37%	59%
3. LENZIE ACADEMY	20%	43%	51%
4. BEARSDEN ACADEMY	21%	39%	63%
5. DOUGLAS ACADEMY	17%	30%	40%
6. BISHOPBRIGGS ACADEMY	33%	55%	72%
7. TURNBULL HIGH	30%	48%	68%
8. HILTON DEPOT	3%	32%	70%
9. BOCLAIR ACADEMY	6%	48%	70%
10. KHCC	26%	50%	64%
TOTAL	20%	43%	62%

Further analysis of home and workplace postcodes indicates that a considerable number of East Dunbartonshire Council staff both live and work within the G66 postcode district. Other postcode districts with high numbers of internal movements include G64 and G61 as shown in Table 3-2 overleaf.

Table 3-2 – Journey to Work Movements by Post Code Sector and District

Post Code District Analysis			Post Code Sector Analysis		
Home	Work	Employee Movements	Home	Work	Employee Movements
G66	G66	580	G66 2	G66 1	111
G64	G66	151	G66 3	G66 1	72
G64	G64	146	G66 7	G66 1	53
G61	G61	91	G64 1	G66 1	51
G65	G66	71	G66 4	G66 1	44
G66	G64	61	G64 1	G64 1	43
G61	G66	49	G65 9	G66 1	30
G62	G66	43	G66 4	G66 4	28
G62	G61	42	G66 8	G66 1	25
G62	G62	42	G66 1	G66 1	24
G33	G66	39	G62 7	G62 7	24
G69	G66	37	G66 2	G66 3	23
G68	G66	36	G64 2	G64 2	22
G67	G66	28	G66 3	G66 3	22

Figure 3.2 below illustrates the weight of journey to work movements for travel between postcode sectors. The records shown are for the top 20 by number of employees making the journey although internal movements (highlighted as bold/purple in Table 3-2) are not shown.

27

of pedestrian casualties were killed (56) and 24% seriously injured (423). Of the pedestrian casualties 95% occurred on built up roads with 27% killed or seriously injured. This compares with 46% for casualties occurring on non-built up roads (37 out of 81).

There were 885 pedal cyclist casualties recorded in 2014 including 155 serious casualties (up 5% on 2013 figures) and 8 fatalities (5 fewer than in 2013). There are now more cyclists on the roads which will likely impact on cycling casualty numbers. This is demonstrated by the DfT traffic estimates published in Scottish Transport Statistics which show a 32% increase in pedal cycle traffic in the last ten years.

There were 502 child pedestrian casualties and 80 child pedal cycle casualties in Scotland in 2014. Of the child pedestrian casualties 116 were serious and 3 fatal. The pedal cycle casualties included 18 serious casualties with no fatalities.

In East Dunbartonshire there were 123 recorded casualties in 2014 with 15 serious casualties and 1 fatality. This is lower than the 2010-2014 average of 150 casualties and the 2004-2008 average of 222 casualties.

¹³ Casualties by Mode of Transport: www.transportscotland.gov.uk/statistics

4. Partners and Consultations

4.1 Introduction

The consultations undertaken in preparing the Active Travel Strategy required engagement with the following organisations and individuals. The following stakeholders should be invited to contribute in future stakeholder, public consultations and activities. The stakeholders identified are categorised as follows:

It should be noted that the list of stakeholders identified is not an exhaustive list and will be evolutionary with the delivery of the East Dunbartonshire Active Travel Strategy.

East Dunbartonshire Council Internal Stakeholders

- Development and Regeneration (Land Planning Policy, Sustainability Policy, SEA, GIS, Transport and Access, Strategic Development and Regeneration, Business and Tourism teams);
- Neighbourhood Services (Greenspace, Roads);
- Customer Services and Transformation;
- Leisure and Sports Trust/Strategy Team; and
- Education

External Stakeholders

- Local businesses and Employers;
- Cycle Scotland;
- Sustrans;
- Scottish Canals;
- Strathclyde Partnership for Transport;
- Visit Scotland;
- Paths for All;
- Transform Scotland;
- Go Bike;
- Police Scotland;

- Ramblers Association;
- Scottish Enterprise;
- Community Councils;
- Volunteer Organisations;
- Central Scotland Green Network Trust;
- Leisure Centres, Scottish Cultural ,Heritage and Wildlife Trusts;
- Tourist Information offices;
- NHS Glasgow and Clyde Valley; and
- Adjoining authorities of West Dunbartonshire, Stirling, Glasgow City and North Lanarkshire.

4.2 Stakeholder Consultation

Consultation workshops and an online survey were conducted with external and internal stakeholders at particular points during the development of the East Dunbartonshire Active Travel Strategy. The Online Survey also formed part of the public consultation giving the people of East Dunbartonshire an opportunity to comment.

Consultation workshops particularly formed part of 'Reviewing the Current State of Physical Network and Network Analysis' and when 'Developing Options and Testing against the Objectives'. A summary of the workshops are presented within section 4.3 *Stakeholder Workshop Summaries*.

4.2.1 *Reviewing the Current State of Physical Network and Network Analysis*

Two half day workshops were initiated, organised and chaired by Capita, one with internal East Dunbartonshire Council (EDC) officers and a second with external stakeholders. The workshops were invaluable in providing local knowledge and assistance in identifying constraints and opportunities, providing qualitative and quantitative data on current active travel patterns, and on the current Active Travel Network's strengths and weaknesses.

4.2.2 *Active Travel Survey*

In tandem with the Internal and External Stakeholder Workshops an Active Travel Survey was conducted with those stakeholders who could not attend the workshops and as public consultation to gauge public opinion on what active travel priorities should be.

4.2.3 Developing Options and Testing Against the Objectives

Following the stakeholder workshops and route audits, a further half day stakeholder workshop was held with internal and external representatives to discuss the findings and present an Outline Action Plan for active travel in East Dunbartonshire.

The workshop had particular focus on stakeholders conducting a multi-criteria analysis on the options presented within the Action Plan Options Report to ultimately prioritise those options that would have the greater influence to encourage active travel.

4.2.4 Feedback Audit Trail

Summary reports of all the Stakeholder Workshops were distributed to all stakeholders for comment to ensure all comments were captured and a true reflection of the views and opinions of stakeholders were highlighted. For those stakeholders who could not attend and/or had further comments, there was opportunity given to email direct responses. Each response was logged within an audit trail to keep a record on all comments and suggestions indicating where in the report we make reference and/or why we only acknowledged the comment. The Audit Trail and comments from stakeholders can be found in **Appendix A**.

The following section presents summaries of all the findings from the Stakeholder Workshops.

4.3 Stakeholder Workshop Summaries

4.3.1 Reviewing the Current State of Physical Network and Network Analysis – Internal and External Stakeholder Workshops

The workshops began with a presentation overview by Walter Aspinall (Capita) on the background context and purpose of the workshop. The overview summarised the current statistical baseline conditions, the 'Vision' of the Regional Transport Strategy and the existing network provision, highlighting core path routes, public rights of way and other long and short

distance walking and cycling routes. The workshop then had particular focus on three key areas:

1. Strengths and Weaknesses of Current Active Travel Provision;
2. Opportunities and Threats with Respect to the Current Physical Network;
3. Opportunities and Threats with Respect to Behavioural Change.

Split into small groups, the attendees discussed the three key areas listed above. Capita facilitated in order to ensure discussion remained focussed on the key topic areas and that local knowledge and informed opinions were captured.

The tables in **Appendix B** contain the feedback related to each topic area from the internal and external workshop participants. The tables in **Appendix B** include all comments from the workshops.

4.3.2 *Summary of Internal Workshop Results*

On Wednesday 3rd June 2015, East Dunbartonshire Council and Capita hosted a half day Active Travel Strategy - Internal Stakeholder Workshop in the Marina Council Headquarters, Kirkintilloch. The 12 participants listed in **Appendix C** represented different departments within East Dunbartonshire Council, including: Development and Regeneration (Land Planning Policy, Sustainability Policy, SEA, GIS, Transport and Access, Strategic Development and Regeneration, Business and Tourism Teams); Neighbourhood Services (Greenspace, Roads); Customer Services and Transformation; Leisure and Sports Trust/Strategy Team and Education.

On review of the Internal Stakeholder Workshop, it was clear that there were common emerging themes, as seen in Table 4-1 below, that were relevant to different aspects of the strategy and that it is perceived by the attendees that these themes may be areas of focus for the generation of options for delivering the strategy.

Table 4-1 - Common Themes

Topic 1 – Existing Provision	Topic 2 – Physical Network	Topic 3 - Behavioural Change
Themes	Themes	Themes
Local Geography	Connectivity	Marketing, Promotions and Advertising
Existing Network	Development and Infrastructure	Engagement
Attitude and Behaviour	Engagement	Connectivity
Infrastructure, Development and Design	Behaviour change and perception	

Current Active Travel Provision

In general, participants felt that there is a good existing base for active travel with lots of potential for enhancement. This is especially so with respect to its long distance off road route through the Forth and Clyde Canal, Strathkelvin Railway Path and an attractive rural setting with an extensive network of quiet country roads.

It was agreed that Kirkintilloch and Bishopbriggs already has a well developed path network. It was noted that good signage had been delivered through the Healthy Habits campaign in Kirkintilloch and Lenzie.

It was also noted that schools and workplaces have good facilities for enabling cycling (lockers, showers etc) and there is an opportunity to embed cycling and walking into Travel Plans of new school developments. Furthermore it was noted that many densely populated residential areas have a reasonably close walk or cycle journey to a train station or main route corridor in which to interchange active travel with public transport for longer journeys; this was noted as a major opportunity.

Current Physical Network

With respect to the physical network, opportunities to connect routes with existing open spaces such as parks, green network assets, and emerging projects - like latter phases of the Bishopbriggs Relief Road (BRR) - were identified. Furthermore, there is already an existing path

network which, while upgrades may be required, still provides an active travel option which could be easily supplemented through improved signage and other easy win measures to make walking more attractive.

In terms of barriers and weaknesses, it was noted that there is an overall lack of on road cycling infrastructure and links from residential areas to stations and National Cycling Network routes are poor. Poor funding for active travel projects and perhaps a lack of appropriate destinations to attract active travel trips for leisure purposes were all considered to be potential threats to achieving increases.

Behaviour Change

There was discussion of behavioural change, with many opportunities identified. Schools were identified as representing major opportunities by normalising active travel and providing training to complement new infrastructure. Suggestions were made regarding increasing the visibility of active travel and its potential effects on increasing take up. This enhanced priority and visibility could be complemented by other transport measures in urban areas, including better enforced parking regulations and measures to reduce car traffic and increase the space for and enhance the presence of cyclists. For the purpose of dissemination of active travel routes and campaign it was noted that technology presents a major opportunity especially for communicating the message across to young people.

There was an overall feeling that there was already a growing awareness of active travel principles and a reasonable cycle supportive community, despite low participation rates.

The discussions also raised particular attention to engagement, with further engagement required with schools and workplaces. It was generally considered that there's a requirement to focus attention on commuting journeys, encouraging the local population to consider active travel options to travel to and from work however it was considered that 'quick wins' in regards to encouraging active travel would be through leisure and tourism.

Discussion at the workshop identified gaps in areas for suitable active travel routes. Various opportunities and specific route opportunities have been summarised in Table 4-2 below for consideration.

Table 4-2 -Identified Opportunities and Specific Route Opportunities

Identified Opportunities
Improve residential accessibility to local amenities, education and employment sites.
Connect where possible existing routes to the Mountain Bike Trails.
Engage Active Travel within Travel Plans for all new school developments.
Produce interactive maps to assist in route planning.
Develop a bespoke Active Travel website to host all Active Travel routes and route planning facility.
Work with densely populated residential areas to interchange active travel with public transport for longer journeys.
Specific Route Opportunities
Bears Way – Improve connectivity with signage to inform cyclists where to go when coming from the West.
Resurface canal path between Kirkintilloch and Twechar due to inappropriate gravel surfacing.
Focus on A809 to improve on-road connectivity to routes that connect cross boundary outside of East Dunbartonshire.
Improve active travel link between Torrance and Kirkintilloch using the old railway line to join the Strathkelvin route.
Improve active travel route between Bishopbriggs and Lenzie particular focus on Bishopbriggs Relief Road to build quality walking and cycling infrastructure.
Improve link between Kirkintilloch and Bishopbriggs with in road opportunities.
A803 infrastructure between Glasgow bridge, Forth Clyde Canal and A803/A807 roundabout.
Connect routes with existing open spaces such as parks, green network assets and emerging projects like the Bishopbriggs Relief Road

4.3.3 *Summary of External Stakeholder Workshop*

On Tuesday 9th June 2015, East Dunbartonshire Council and Capita hosted a half day Active Travel Strategy – External Stakeholder Workshop in the War Memorial Hall, Balmuildy Road, Bishopbriggs. The 28 participants - listed in **Appendix D** - represented numerous organisations that had interest and influence to develop an Active Travel Strategy for East Dunbartonshire. On review of the external stakeholder workshop, it was clear that there were many common emerging themes that correlated with the internal stakeholder workshop. The themes emerged

are related to many aspects of the strategy and could be areas of focus for the generation of options for delivering the strategy. The emerging themes from the external stakeholder workshop are presented in Table 4-3 below.

Table 4-3 - Common Themes

Topic 1 – Existing Provision	Topic 2 – Physical Network	Topic 3 - Behavioural Change
Themes	Themes	Themes
Existing Network	Connectivity	Perceptions
Infrastructure, development and design	Infrastructure, development and design	Engagement
Marketing, promotions and advertising	Marketing, promotions and Advertising	Marketing, Promotions and Advertising
Connectivity	Engagement	Education

Current Active Travel Provision

In general, participants felt there is a good path network across East Dunbartonshire with particular reference to the long distance off road routes through the Forth and Clyde Canal and the Strathkelvin Railway Path.

It was agreed that the current network provision for Active Travel across East Dunbartonshire was primarily used for leisure purposes. The group felt the area had good connectivity between settlements and existing open spaces such as parks.

Particular focus was placed on the need to support short distance trips especially to local rail stations specifically referencing Milngavie and Bearsden stations. There was an overall opinion that 'people' do not want to combine Active Travel with public transport with low numbers of travellers interchanging between Active Travel and public transport albeit there are a number of commuters that are taking relatively short commuting journeys. It was highlighted that commuters within Milngavie and Bearsden in particular take relatively short commuting journeys; however with poor quality path provision, and poor signage in comparison to Kirkintilloch, Lenzie and Bishopbriggs residents would rather choose alternative travel methods.

A couple of longer commuting routes requiring improvement were identified as the A807 Balmore Road, between Torrance and Bardowie - this route was seen as particularly unsafe - and the A81, currently regarded as poor with discontinued cycle facilities, requires an upgrade to be cycle friendly.

Maintenance of the current network was subject to scrutiny. Discussions raised particular attention to recent surface upgrades that were not deemed suitable for all users; the tarmac used was deemed too slippery and too fast ultimately having an effect on who could use the route without difficulty.

The discussion also raised particular attention to the poor standard of signage across East Dunbartonshire. It was generally considered that there is a lack of coherent signage with particular reference along the Thomas Muir Trail and off road routes in Bearsden. Branded signage across East Dunbartonshire was regarded as a priority to ensure consistency to those using the active travel routes.

Current Physical Network

With respect to the physical network, it was noted that there is opportunity to replicate the principle of the shared-use space scheme recently piloted in Cowgate (Kirkintilloch) across East Dunbartonshire. Discussions at the workshop suggested Milngavie town centre could be a 'shared space' scheme with a 'Share with Care' principle applied where pedestrians have priority but cyclists are permitted. Currently cyclists are not permitted within Milngavie town centre.

Opportunities to connect easy access routes to local amenities, schools, workplaces and community hubs were acknowledged. Developing a local network of connecting routes supplemented with improved signage would help to encourage local communities to access shops, schools and workplaces by active travel.

Within Milngavie and Bearsden there is demand for enhancement of the local path network with particular reference to providing a cycle link between Mains Estate and Allander Leisure Centre. Improving active travel connections from Mains Estate to the A81 and to Milngavie rail station

and from residential areas of Bearsden to Bearsden Railway Station would represent a significant improvement of the path network in Milngavie and Bearsden.

In terms of barriers and weaknesses it was noted that there was an overall concern around the management of the maintenance programmes. Perceptions of limited funding streams increased the risk of paths being unattended and left to be overgrown and in turn underused.

Discussion at the workshop identified that Active Travel Strategies are rarely integrated into the planning and design of new developments. Enforcing active travel targets and initiatives is deemed necessary as part of the Travel Plan process to support new developments. It will therefore be crucial to ensure the wording or targets are clear in Supplementary Guidance for the emerging Local Development Plan.

Behavioural Change

There was a discussion around behavioural change with many opportunities identified. Schools and Workplaces were identified as major opportunities to promote active travel across East Dunbartonshire by becoming local ambassadors. Schools in particular were identified as a major opportunity to begin the process of normalising active travel, through education from early years to High School and Further Education.

Suggestions were made regarding the visibility of active travel. For the purpose of dissemination of active travel routes and campaigns it was noted that open air events such as Skyrides, car free days, bike hire, and bikers breakfasts may help to engage with differing demographics, can be adapted to suit different locations (Schools, Workplaces, Town Centres) and would ultimately help to normalise active travel. It was noted that there was great opportunity to promote active travel routes and campaigns with those groups in the community that are already doing excellent work to promote and encourage people to be active. It was suggested by some participants that existing campaigns and groups need not be duplicated but built upon to take advantage of existing momentum. It was noted neighbouring authorities have experienced benefits brought about by campaigns such as the Glasgow Bike Station, which provide recycling bicycles, training and 'fix your own bike' sessions, amongst other services.

The discussions also raised particular attention to engagement, with further engagement required with workplaces and schools. There is a requirement to focus attention on secondary

schools and workplaces that provide free car parking to employees, focusing attention on short commuting journeys to school and work and encouraging the local population to consider active travel options.

Discussions at the workshop identified gaps and opportunities in areas to improve active travel routes. Various opportunities and specific route opportunities have been summarised in Table 4-4 below.

Table 4-4- Identified Opportunities and Specific Route Opportunities

Identified Opportunities
To support and develop short distance trips to local rail stations in particular to Milngavie and Bearsden rail stations.
Increase the availability of secure, covered cycle storage at rail stations to encourage commuter cycling for those who live within 10-20 minutes of a local rail station.
To provide coherent branded and themed active travel signage across East Dunbartonshire.
Include 'distance to destination' and 'average time' indication on all Signage where appropriate.
Improve easy access to local amenities, schools, workplaces and community hubs by active travel.
Integrate active travel options into the planning and design of new developments and enforce active travel targets and initiatives as part of the supporting Travel Plan of the new development.
To provide increased number of open air active travel promotional events across East Dunbartonshire to help normalise active travel. Events to include: <ul style="list-style-type: none"> • Bikers Breakfasts within workplaces and town Centres; • Bike Doctor Surgeries within workplaces, schools and town centres; • Free Bike Hire Sessions; • Walking and Cycling Festivals; • Local Skyrides; and • Close a road for 'Car-Free Sunday' allowing pedestrians and cyclists only.
Integrate walking and cycling strategies into all schools within East Dunbartonshire, educating the benefits of active travel from a young age.
Launch bespoke walking groups to encourage 'short journeys' for example to local rail stations.
Specific Route Opportunities
Brand and theme active travel signage specifically on the Thomas Muir Trail and the off road routes within Bearsden.
The A81 cycle route is generally regarded as poor with discontinuous cycle facilities provided. A81 at Kessington – although there are physical constraints that may exclude the continuation of a segregated cycleway, a possible option to ensure segregation is to re route

through Kessington Road and reconnect with Maryhill Road further south.
Improve the connectivity between Strathkelvin Railway Walkway to John Muir Way.
Between Torrance and Bearsden and Torrance to Bardowie and Milngavie; there is opportunity to create 'shared space' routes along footways that are deemed as underutilised.
Improve the local path network within Milngavie and Bearsden in particular providing a cycle link between Mains Estate and Allander Leisure Centre.
Expand 'Shared Space' schemes across East Dunbartonshire applying the 'Share with Care' principle where pedestrians have priority but cyclists are permitted. Milngavie town centre identified as an initial opportunity as cyclists are currently forbidden within the town centre.

4.3.4 *Active Travel Survey- Summary Results*

The Active Travel Survey was launched by East Dunbartonshire Council via Survey Monkey and was open for three weeks ending 9th July 2015. The Active Travel Survey was a form of public consultation to help determine the priorities of the East Dunbartonshire Council Active Travel Strategy.

The full Survey Monkey report can be found in **Appendix E**. Below is a summary of the survey with particular focus on 'Current Active Travel Participation', 'Current Active Travel Networks and Facilities', 'Barriers to Walking and Cycling', 'Interventions and Motivators to Active Travel', 'Investment Aspiration' and 'Active Travel Strategy Objectives and Priorities'.

Current Active Travel Participation

Commuting

Both cycling and walking showed very similar trends with respect to commuting patterns; in particular with over half of respondents saying that they never travel to work by either walking or cycling. Although roughly twice as many people walked to work on a daily basis as compared to cycled, daily walkers 'To Work' only comprise 22% of those who responded in relation to commuting habits.

The single largest group of answers showed that 38% travelled at least 10km to work, with the next largest travelling between 5-10 km to work (23%). This means that just over 60% of those travelling to work travelled at least 5km. Conversely, of those who do not work or work from home who are accounted for, 23% of those who travel to work have a journey of less than 5km.

Just over half of respondents live in East Dunbartonshire but travel out of the area to work, with only a third living in East Dunbartonshire and also working there too. A small proportion (12%) commuted into East Dunbartonshire from outside the area.

Just over half of respondents typically travelled to work by car. No single mode of transport came close to the car, with the largest of these being cycling at 17%.

Leisure

In relation to using Active Travel journeys for leisure, 40% of respondents walked for leisure on a daily basis. Additionally, a further 31% walked more than once a week for leisure. In comparison there was far less regular participation in cycling as a form of leisure, with 53% of respondents indicating that they rarely or never cycled for this purpose.

The two most significant reasons for walking and cycling were 'health and fitness', with over 81% of respondents listing this as a main reason and 'recreation and enjoyment' at 67%. Beyond these reasons, there were a selection of 'other' reasons with 'environmentally friendly' and 'save money' being the next most popular responses.

In regards to popular destinations within East Dunbartonshire to enjoy Active Travel, Mugdock Country Park was a popular destination, with over 64% visiting there for this purpose in the last year. Places with dedicated and high profile walking and cycling routes also appeared popular, with Milngavie Town Centre (West Highland Way) and Bishopbriggs/Kirkintilloch/Twechar (Forth and Clyde Canal) being visited by 45% and 48% respectively.

Current Active Travel Networks and Facilities

Networks

This question ascertained the aggregate opinion of respondents on the current walking and cycling *network* in East Dunbartonshire. Consequently the mean average rating of the walking and cycling networks of East Dunbartonshire reveals that there were marginally more negative than positive responses about the cycling network with an average rating of 2.85. However, there was a more definitive positive rating of 3.49 in relation to the walking network, which is reiterated with only 15% of respondents rating walking networks as Poor or Very Poor.

Facilities

This question ascertained the aggregate opinion on the *facilities* associated with walking and cycling in East Dunbartonshire. Responses to this question gave generally poorer ratings for walking and cycling facilities compared to the walking and cycling networks. Whilst marginally there were more positive than negative comments about the walking facilities, there are more notable negative ratings of cycling facilities compared to the positive.

Barriers to Walking and Cycling

Walking

'Excess traffic (road safety)' and 'Poor footpath and footway surfaces' were particularly significant issues given for why respondents do not walk for journeys under 2km. Other reasons included 'Inclement Weather', 'Lack of appropriate routes', 'Lack of pedestrian-crossing facilities' and 20 mph not being a default speed limit in all urban areas.

Cycling

'Excess Traffic (road safety)' and 'insufficient road space for cyclists' were the two most prioritised reasons by respondents. In addition, 13 and 23 respondents respectively made these two their second-most important issues. Other reasons included a lack of cycle parking and changing facilities, or these being of poor quality, with respondents choosing 'Poor road/cycleway surfaces', 'Lack of appropriate routes' and 'Inclement weather'.

Interventions and Motivations to Change

Walking

'More and better footpaths in towns / villages' was the most popular intervention favoured by respondents to increase walking, followed by better maintenance of routes.' 'Better information on walking routes' and 'more long-distance walking routes' were also options that scored well.

Cycling

Four particular interventions were highlighted to increase cycling. These options were:

- 'Dedicated cycle lanes (on-road);
- Segregated cycle lanes;
- Off-road cycle paths'; and
- Commuter cycle routes into urban areas'

Motivators

Over half of the respondents identified 'Traffic Free Routes' and 'Less/Slower Traffic' as the main motivators to cycle or walk more for short journeys.

Investment Aspiration

This section of the survey provided the public an opportunity to put forward specific areas they would like to see investment in the walking and cycling network. In total 31% of respondents answered this question with a variety of ideas and suggestions with no unanimous investment area identified. The full list of responses can be found within **Appendix E**.

Active Travel Strategy Objectives and Priorities

There was a view that the Active Travel Strategy should focus on more than one objective, however there was only one objective that was identified by more than half of the respondents, this was 'Improved Active Travel connectivity between residential areas, public transport infrastructure, Town Centres and green network assets (parks, open spaces, countryside)' (52%).

In addition, several other possible objectives were also highlighted. These were: 'Modal shift for everyday journeys' (43%); 'Improved health' (42%) and 'Creating better quality places for people by prioritising pedestrians and cyclists over motor vehicles' (48%).

In terms of priorities for specifically increasing the number of active travel journeys, journeys to schools was considered a priority. However, increasing journeys to work was a popular second priority. Beyond these two journey types however there was no clear consensus on priority of other methods.

4.3.5 Developing Options and Testing Against the Objectives - Option Action Plan Stakeholder Workshop

On Thursday 9th July 2015, East Dunbartonshire Council and Capita hosted a half day Option Action Plan Stakeholder Workshop in Milngavie Town Hall, Milngavie. The 24 attendees listed

in **Appendix F** represented both internal EDC and external stakeholders. The aim of the workshop was to sift through the options presented within the Options Action Plan by conducting a multi-criteria analysis. The results of the multi-criteria analysis assisted in RAG rating each criterion based on the weighted scores providing indication of priority options.

The workshop began with a presentation overview by Walter Aspinall (Capita) on the outcomes of the work undertaken to produce the Options Action Plan for comment; this included an outline of policy review, EDC data analysis, route audits and previous stakeholder workshop analysis. The Workshop had particular focus on three key areas:

1. Removing the Physical Barriers;
2. Addressing the gaps and Identification of 'Quick wins'; and
3. Tackling the barriers to walking and cycling and facilitating behavioural change.

For each key area stakeholders in small groups were asked to review the options presented and conduct a multi criteria analysis scoring against each option. Stakeholders were encouraged to share any additional comments.

The options presented were analysed against the following criteria, each with individual weighting.

Criteria for Removing the Physical Barriers and Addressing the Gaps and Identification of Quick Wins

1. Improve connectivity to public transport (15%);
2. Improves access to employment, education or other services (16%);
3. Creates a more walking/cycling friendly urban environment (16%);
4. Supports the delivery of a coherent network of Active Travel Routes (18%); and
5. Deliverability; consider constraints, 3rd Party land, costs, planning implications (20%).

The options presented within the tackling barriers and facilitating behavioural change section was scored against different criteria relevant to the objectives of the Behavioural Change Plan. Stakeholders were invited to provide comments of ways to engage specified audiences and to identify the 'Quick Wins'.

Criteria for Tackling Barriers to Walking and Cycling and Facilitating Behavioural Change

- '1. Provide more people opportunities for people to use Active Travel (20%)
2. Help people to understand their Active Travel options and make informed choices (15%)
3. Make it easier for people to find their way around by Active Travel (15%)
4. Support Schools and businesses to improve Active Travel opportunities for staff and students (18%)
5. Enable all people to walk and cycle by giving them the skills and confidence to participate (17%)

Removing the Physical Barriers

Based on the weighted scores 'Improving the Local Path Network within Milngavie and Bearsden, 'Signage Review' and 'Improving Direct Access Issues' were the top three priorities. It was surprising to see 20mph zones didn't perform well. 20mph schemes have been recently piloted in West Dunbartonshire at an advanced stage in some areas. 20mph schemes featured frequently within the previous stakeholder workshops.

Addressing the Gaps

The A81 Milngavie to Glasgow, Lenzie/Kirkintilloch to Bishopbriggs and A803 were top scoring infrastructure options. The East Dunbartonshire Circular route did not tick all the boxes and ranked 6th overall; however, within the group discussions it was a popular suggestion and an attractive aspiration, more on the leisure side and would be of interest to economic development and tourism.

Behaviour Change

The two engagement options of schools and workplaces surprisingly did not score highly against the criteria, but it should be noted that schools in particular featured as a priority in prior stakeholder workshops and will therefore need specific attention and more detail. Active Travel Towns, Station Travel Plans and Programme of Active Travel events were the top three

priorities to achieving behavioural change. Delivering such measures has been outlined within the 'Behavioural Change Plan in Table 6-2 within section 6.3.8.

The complete initial scoring matrix for the multi-criteria analysis is summarised in the scoring matrix overleaf with weighted scores, ranks and summarised comments for each category.

Option	1	2	3	4	5	6	TOTAL	WEIGHTED SCORE	RANK	Comments
Weighting	15%	15%	16%	16%	18%	20%				
Criteria	Appeals to the Following Groups: Leisure, Commuter, Residents, Elderly , Pupils.	Improves connectivity with public transport;	Improves access to employment, education or other services;	Creates a more walking/cycling friendly urban environment;	Supports the delivery of a coherent network of Active Travel Routes;	Deliverability;				
Removing the Physical Barriers										
1 Signage Review	5	4.2	3.8	4.4	5	3.4	25.8	25.6	2.0	<ul style="list-style-type: none"> Requires consistency across East Dunbartonshire avoiding duplication. Need to be aware of the over provision of signage, reducing the risk of areas looking cluttered
2 Maintenance Review	5	4	4.4	4.6	4.6	3.2	25.8	25.5	4.0	<ul style="list-style-type: none"> Winter maintenance is a priority especially 'gritting' of paths. This review will be expensive but valued as an essential requirement.
3 Direct Access Issues	5	4.4	4.4	4.75	4.6	2.8	26.0	25.6	3.0	<ul style="list-style-type: none"> Need to consider a phased approach. Need to identify the 'Quick Wins' and get the 'buy in' from partners and stakeholders.
4 Improve the Local Path Network in Bearsden and Milngavie	4.2	4.6	4.8	5	4.6	3	26.2	25.9	1.0	<ul style="list-style-type: none"> Bearsden was seen to have less scope for infrastructure access, with a poor AT environment. More potential was envisaged in Milngavie. Questions were asked as to why other towns/areas were not considered.
5 Improving Crossing Facilities in Key Locations	4.25	4	4.4	4	4.2	3.5	24.4	24.2	6.0	<ul style="list-style-type: none"> Improves desire lines and convenience of AT networks if applicable at the right location. Existing crossing network was already in place with reasonable provision referenced to Milngavie and Bearsden.
6 20 mph Zones and other reduced speed areas	4.6	1.8	4.2	4.2	3.4	2.4	20.6	20.4	8.0	<ul style="list-style-type: none"> Could be problematic and would require buy in politically and by residents. Other improvements are a priority to this option.
7 Planning Controls	4.25	4	4.6	3.6	4	3	23.5	23.2	7.0	<ul style="list-style-type: none"> Partnership working required to ensure the process is being followed throughout East Dunbartonshire. Processes are already in place, however it is essential to monitor effectiveness.
8 Shared Space in Town Centres	4.4	3.6	3.8	5	4.8	3	24.6	24.4	5.0	<ul style="list-style-type: none"> This could be an expensive option. There is a big requirement to liaise with vulnerable groups, in particular the partially sighted and the deaf. Very much supported however would require a culture change on how people already use the Town Centre and to engage those that currently do not.

Option	1	2	3	4	5	6	TOTAL	WEIGHTED SCORE	RANK	Comments
Weighting	15%	15%	16%	16%	18%	20%				
Criteria	Appeals to the Following Groups: Leisure Commuter, Residents, Elderly, Pupils	Improves connectivity with public transport;	Improves access to employment, education or other services;	Creates a more walking/cycling friendly urban environment;	Supports the delivery of a coherent network of Active Travel Routes;	Deliverability;				
Addressing the Gaps										
9 ED Circular Route	3.8	1.6	2	2.4	4.8	2.9	17.5	17.7	6.0	<ul style="list-style-type: none"> Further information is required as to the detail of the route. It is envisaged there will be some land ownership issues. Very much viewed as a leisure route.
10 Torrance to Lennoxton via Campsie Road	2	1.75	2.75	3.5	3.75	3	16.8	17.0	7.0	<ul style="list-style-type: none"> Seen as a low priority considering public transport is well served in this area and with a small population, those who can cycle, do cycle.
11 Torrance to Kirkintilloch via River Kelvin Railway Path	2.5	1	2	3	3.5	3.5	15.5	15.9	8.0	<ul style="list-style-type: none"> This is an obvious gap and will complete the gaps within the Core Path network. Generally liked and seen as a good leisure ride but concerned that it would have very little influence on generating AT Participation.
12 A809 North of Milngavie	2.5	1	2	1.75	2	2.6	11.9	12.0	9.0	<ul style="list-style-type: none"> Divided opinion. Majority could see very little use or point to the route, with another group viewing the route as a 'MUST HAVE' in the future.
13 A81 Milngavie to Glasgow	3.5	5	4.6	4.6	5	3.5	26.2	26.1	1.0	<ul style="list-style-type: none"> More consultation with actual users would be required on this option to discuss monitoring the usage, speed of traffic on the route and floating bus stops. Feeling that 'hard core' cyclists do not like the route Seen as an expensive scheme and would require cross boundary stakeholder engagement, what are Glasgow's priorities?
14 Bishopbriggs Relief Road	3	3	4	3	5	4	22.0	22.3	4.0	<ul style="list-style-type: none"> Many not knowledgeable enough on the area, however it was felt that AT infrastructure should be left for the A803.
15 A803 Bishopbriggs to Glasgow	3.6	4	5	4	4.5	2.5	23.6	23.3	3.0	<ul style="list-style-type: none"> This route was seen favourably as An Active Travel Route, however it was felt that it would be dependant and constrained by the Bishopbriggs Relief Road.
16 Lenzie / Kirkintilloch to Bishopbriggs	3	3.6	5	4.16	5	3.5	24.3	24.3	2.0	<ul style="list-style-type: none"> Seen favourably as an Active Travel Route, improving access to employment, schools and local services...
17 A807 Torrance to Bearsden	2.75	1.6	3	2.25	4.6	4	18.2	18.7	5.0	<ul style="list-style-type: none"> On road provision seen as a bad idea along this route, with a shared use pathway the preferred option; Duplicates other route provision of the better and preferred circular route.

Option	1	2	3	4	5	6	TOTAL	WEIGHTED SCORE	RANK	Comments
Behaviour Change										
Criteria	Appeals to the Following Groups: Leisure Commuter. Residents; Elderly, Pupils	Provide more people opportunities for people to use Active Travel;	Help people to understand their Active Travel options and make informed choices;	Make it easier for people to find their way around by Active Travel;	Support schools and businesses to improve Active Travel opportunities for staff and students;	Enable all people to walk and cycle by giving them the skills and confidence to participate;				
Weighting	15%	20%	15%	15%	18%	17%				
18 Establish Active Travel Groups with regular activity	1.6	3.5	3.5	3.5	3.5	3.5	19.1	19.3	5.0	<ul style="list-style-type: none"> Helps to ensure ownership and engagement with interested parties - ultimately creating 'Champions' for Active Travel who would ultimately create the energy to make people aware of the potential of Active Travel; The group would not need to meet as regularly but only when specific projects arise to ensure the buy in; Needs to be wider than just EDC, would be good to engage with existing groups; The group would help to address any inequalities.
19 Active Travel Engagements with Schools	1.2	2.3	3	3	3.75	3.75	17.0	17.1	6.0	<ul style="list-style-type: none"> Parental involvement and engagement with schools seen as a 'quick win' and a relatively cheap strategy. Slight concern over the resource available to deliver this.
20 Active Travel Engagement with Workplaces	0.8	2	2	2	2.75	2	11.6	11.7	8.0	<ul style="list-style-type: none"> EDC has access to all businesses within ED therefore contacting the companies is relatively straightforward; EDC has the capability to create tailored AT routes for employees based on provision of home and workplace postcodes; Concentrate on improving on site facilities and engaging with National Campaigns.
21 Develop a Local Active Travel Brand with Website and Maps/Info	1.8	2	3.5	2.6	4	3	16.9	16.9	7.0	<ul style="list-style-type: none"> Essential for an Active Travel Strategy; Concern around who would update and sustain the website and this would be rather expensive; Website should be designed by Private Sector, engaging with local schools for design inspiration.
22 Extend Healthy Habits programme	1.6	3	4.3	3.8	4	3	19.7	19.7	4.0	<ul style="list-style-type: none"> General feeling to continue with the Healthy Habits and should be supported by community planning partners; Who would fund this and how do we ensure the sustainability of a campaign such as this?
23 Active Travel Towns (Mini Hollands)	2.4	4	4	4	4	4	22.4	22.6	1.0	<ul style="list-style-type: none"> Helps to focus routes on specific hubs, Resource intensive and would require funding, would have to start with and have a aspirational plan to progress; Long term finance and commitment required
24 Programme of Active Travel Events	1.8	5	4	3.5	3	3.5	20.8	21.2	3.0	<ul style="list-style-type: none"> Generally seen as a positive movement however general concern on funding and continuation of momentum.
25 Station Travel Plans	1	5	4	4	4	4	22.0	22.5	2.0	<ul style="list-style-type: none"> Generally a good idea but would be dependant on the buy-in from partners and how well it is advertised and branded.

5. Network Review, Gap and Issue Analysis

5.1 Introduction

This section of the report details the findings of a series of audits undertaken on the existing active travel network within East Dunbartonshire, available in **Appendix G**, and considers consultation responses in order to identify any site specific issues or gaps in the network. A SWOT analysis of the findings is presented in section *5.4 SWOT Analysis*.

The audits were carried out over Tuesday 2nd, Wednesday the 3rd of June and Thursday 9th July 2015 by Capita's trained consultants. Findings from onsite observations made by EDC staff have also been considered and included within this section as appropriate.

5.2 Issues and Constraints

5.2.1 *Access across farmland*

Access across farmland can be an issue where livestock is allowed to roam across the route. Some livestock can be aggressive towards humans, putting users and especially young children at risk.

Where routes cross farmland landowners must adhere to the correct guidance concerning livestock and public rights of way. Appropriate signage should be used.

5.2.2 *Forth & Clyde Canal*

Linkages across the Forth & Clyde canal path were sporadic and varied in design:

- To the west of Kirkintilloch, the route relied on existing road bridges to cross the canal. Links from the path to the road in order to access the bridge crossings and the wider network were of varying quality;
- There was no infrastructure available once on the road, and signage was often lacking;

- To the east of Kirkintilloch, there were fewer opportunities to cross. Residential areas in East Kirkintilloch and Twechar have to cycle a circuitous on-road route in order to access the canal path on the north side; and
- The access between the B8023 and Auchendavie Road utilised a shared surface subway, which was dark and unattractive to cyclists / pedestrians, and presents safety concerns.

Surfacing was of considerably lower quality to the west of Bishopbriggs and to the east of Kirkintilloch. The Forth & Clyde Canal Path to the west of Bishopbriggs has potential as a route for commuters, either to the outskirts of Glasgow or for those making a longer distance commute into the centre.

The route between Kirkintilloch and Twechar was identified as having issues at crossing points:

- The crossing at Hillhead road would benefit from crossing facilities; and
- The existing link to the canal towpath at the junction of A803 Kilsyth Road and B8023 could be improved with associated measures to improve crossing provision and footways at the junction.

5.2.3 *Twechar*

The route around Twechar has a number of issues to address in order to improve access and usability:

- The route along the footway of Main Street in Twechar could be improved through the addition of appropriate infrastructure;
- Improvements should be made to the route at Strane Point. The crossing at the B8023 has a stepped access, no crossing facilities and there is limited visibility;
- At Shirva Pend the route has steep steps, which are unlikely to be attractive to all pedestrians or cyclists. In the absence of any other feasible options, signage and an inclusive alternative diversionary route could be promoted; and
- Maintenance and surfacing were an issue at various points.

5.2.4 *Kirkintilloch – Cadder*

This section of the route would benefit from a shared-use path in order to minimise conflicts between users.

Dedicated spaces (or jetties) for anglers could further minimise conflict.

5.2.5 *Cadder*

This area was exceptionally poorly signed, especially considering the opportunities for connectivity, the heritage value of the church, and the natural beauty of the area.

To the north, the Core Path provides a link to the River Kelvin Path, and further connectivity to Balmore and Torrance.

The route across the golf course needs surfacing and regular maintenance to ensure the foliage does not encroach on the path.

Widening of the path would be required in places to facilitate accessibility for all users and allow passing.

5.2.6 *Bishopbriggs*

The Possil Loop was impassable on a bike. The Core Path along the south of the canal was hard to locate and in a poor state of repair. This route would require considerable improvements to surfacing and signage.

The links into Bishopbriggs relied on connections to existing road bridges. These links were identified as generally substandard, with poor surfacing materials and a distinct lack of signage directing users onto the route.

5.2.7 *A807*

The uncontrolled crossing at Balmore was unsuitable for cyclists.

5.2.8 *Balmore*

The footpaths around Balmore were difficult to find. There was no signage or infrastructure. The path was lost around the golf course.

5.2.9 *Allander Walkway*

This route is generally of a high standard, and presents numerous opportunities for wider connectivity, particularly to the West Highland Way in the north, and potentially extending out east to meet the River Kelvin path (although part of this route would be outside of the area). However, various issues were identified:

- The path around the Tesco was indistinct, with the route across the supermarket entrance creating a potential hazard;
- The route appeared to proceed through a dark and unattractive underpass, before rising via a stepped access into the Milngavie town centre;
- The town centre itself had 'Cyclists Dismount' signage, suggesting the area was not cycle friendly, which seems at odds with the potential for routes to and from here and considering this location is a terminus for the West Highland Way;
- To the eastern end of the route, the path was of considerably lower quality, and lacked crossing facilities at Boclair Road; and
- The bridge over Allander Water was slippery when wet and is damaged.

Various options should be considered to improve this route:

- The town centre should be evaluated in order to improve cycleability. Improved cycle storage facilities and associated street furniture would raise the profile of the centre as part of a comprehensive cycle network and promote the area as a stop-off for those undertaking routes round East Dunbartonshire or intending on taking the West Highland Way;
- The route around Tesco needs making more distinctive, through improved signage or surface colouring. Any alternative routes need to be clearly signposted; and

- The stepped access should be evaluated for options in order to present a cycle - friendly, DDA compliant route.

5.2.10 *West Highland Way – Milngavie*

Immediately upon leaving Milngavie town centre it was difficult to locate the correct route, and indiscriminate parking on the footway had a negative impact on this section of the route.

Signage or coloured surfacing could assist in ensuring users follow the correct route through the town.

Parking restrictions should be particularly rigorously enforced where indiscriminate parking could have a detrimental impact on a leisure route attracting tens of thousands of visitors each year.

Surface quality dropped considerably to the north of Milngavie, and standing water and mud became an issue.

5.2.11 *Milngavie Town Centre*

A number of interventions were identified in order to improve the area in the immediate vicinity of Milngavie town centre. These include:

- Introduction of a shared-use foot/cycle way along Criagdhru Road, improving connectivity between Mains Estate - specifically from Hunter Road/Clober Road - into the town centre;
- Installation of advisory cycle lanes on Craigton Road, furthering this connectivity;
- Potentially a 20mph zone along Craigton Gardens to provide a parallel route to Craigton Road to provide a low demand alternative route in the event that advisory cycle lanes are unfeasible;
- Advisory cycle lanes on Hunter Road, combined with enforced parking regulations to reduce indiscriminate kerbside parking;
- Secure, sheltered cycle parking at the start of the West highland Way;

- Maps of the Bear's Way, other active travel routes/options and public transport hubs to be provided at the West Highland Way, within shops/libraries, and at other transport hubs (e.g. train stations); and
- Permit cycling within Milngavie precinct.

These measures should be combined with:

- A review of parking and enforcement in the area, particularly around Dumgoyne Road, where access to bus stops was observed to be impeded due to inconsiderate parking;
- A signage audit with a view to providing more efficient signage with distance and average time to attractions; and
- A surfacing review at the start of the West Highland Way.

5.2.12 *Milngavie Reservoirs*

The northern route between the West Highland Way and the Milngavie reservoirs was difficult to cycle, with steep topography and a poor surface for cycling. A better surface would mitigate the effort required by the gradient, and improve access for families and casual leisure cyclists.

5.2.13 *Milngavie Golf Club – Craigton Village*

The route here had a very poor surface for cyclists, and once into the village, cycling was prohibited around part of the residential area.

While the route is likely to see less use, a quality surface would help encourage residents of the village and outlying areas to make short trips into northern Milngavie and provide connectivity to local leisure routes.

5.2.14 *Bearsden*

The routes running between the A81 (Main Street), A809 (Stockimuir Road) and Criaghdu Road present an excellent opportunity to connect the various surrounding residential areas with local schools and the leisure centre.

There is also potential for further connectivity via the Allander Way.

However, the surface quality varied considerably across the routes, even across individual paths. Surface material should be consistent and appropriate to the local conditions, and not be a barrier to cycling.

Connectivity to the local schools varied. Schools should be able to connect along desire lines to the local path network, which could encourage cycling to school by providing an entirely off-road route.

The route to the Mains Plantation along the A809 was hazardous due to the lack of infrastructure, high vehicle speed and demand. A crossing point and infrastructure between the Core Paths could be provided.

The access points to the Mains Plantation route were hazardous and inaccessible by bike. These need to be improved and maintained.

5.2.15 *Heritage Sites*

East Dunbartonshire boasts a variety of natural, cultural and heritage assets, and a number of these have been identified as having high-quality routes around them. However, a number were identified as having issues in access to the routes. These included:

- Milngavie reservoirs;
- Mavis Valley: while there was a direct footpath, the designated core path around the route was impassable by bike. This historic site should be made more accessible to all people;
- Antonine Wall and Roman Fort at Twechar; and
- Kimarcinn Loch.

5.3 Network Gaps

5.3.1 *Torrance*

The routes through Torrance are disjointed and lack connectivity- this route could form an important connection from the River Kelvin path into north Kirkintilloch, especially if the River Kelvin route were to be extended westwards into Beasden / Milngavie. On-road infrastructure or shared-use footways could be used over short sections where necessary.

The route between the River Kelvin Path and Main Street (potentially via Firbeck Avenue) ideally would feature a shared footway to prevent cyclists from having to negotiate the busy roundabout on the A807, and to promote leisure activity for young / inexperienced users and families.

5.3.2 *Campsie Road*

Adding cycling infrastructure along Campsie Road - B822 would provide a link between Lennoxtown, Kinkell and Torrance. Given the vehicle speed and demand on this road, as well as the low number of pedestrians, a shared-use footway would be preferable.

This route could provide further connectivity to the River Kelvin Path, which in itself provides opportunity for extension.

5.3.3 *Kirkintilloch Marina*

The route through Kirkintilloch Marina was difficult to follow. An alternative surface material could be used to designate the cycle route. This would reduce the potential for conflict with school children, and promote cycling for the school itself.

This could help create a definitive link between the Marina, Christine's way, Lenzie Moss and the Forth & Clyde Canal Path, which would link local housing with a number of schools and workplaces, as well as providing opportunity for wider connectivity.

5.3.4 *Lenzie Moss*

There was a lack of cycle provision to Lenzie Moss. The roads through the surrounding residential area may be unsuitable for cycling infrastructure, although formalising the 20mph speed limit and improving the condition of the carriageway would encourage more cycling. Clear signage is needed from Christine's Way.

5.3.5 *Kirkintilloch – National Cycle Routes*

The connection between Nation Cycle Route 754 and 755 in Kirkintilloch was substandard. This section should be improved and promoted as a strong link between two high-quality routes, which incorporates various short-distance routes, provides linkages to shorter leisure routes and includes sections of long-distance routes.

While the routes can currently be linked via the road network, this connection could be made more attractive to younger and inexperienced users through the addition of appropriate on-road infrastructure or shared footways. Specifically, it was noted that:

- The Eastside arm of the Hillhead roundabout requires a controlled crossing;
- A crossing is required along the desire line at Kilsyth Road; and
- The surface standard between Tow Path and Canal Street could be improved.

5.3.6 *Forth & Clyde Canal Path*

There needs to be more opportunity to cross the Forth & Clyde Canal Path.

Where there is no on-road provision, feasibility studies should be carried out to assess the ideal locations to provide foot / cycle bridges.

Where provision relies upon road bridges, appropriate infrastructure and signage should be utilised over the bridge, and linkages between the path and the bridge must be of a consistent high standard.

5.3.7 *Cadder*

Cadder Road presents an opportunity for a link into north Bishopbriggs and would benefit from improved signage and an advisory cycle lane to direct users into the town.

5.3.8 *Bishopbriggs*

There is potential for a route along Balmuldy Road and Hiton Road to the A803 Kirkintilloch road and the shopping facilities there, as well as into the town centre and beyond. A well signed route here would also improve access to the Forth & Clyde Canal Path and the wider network.

5.3.9 *A807*

There was no cycling infrastructure on this road, which represents a strong opportunity for East – West connectivity. Given the vehicle speeds and demand on the road, in addition to the lack of pedestrians, a shared-use footpath would be preferable. This more direct route across the area would be more attractive to commuters, as the street lighting and natural surveillance offered by other road users and occasional houses provides more security than the off-road leisure routes.

5.3.10 *Allander Walkway*

Cross-boundary links should be considered in order to extend Allander Way out to meet the River Kelvin route. Crossing facilities would need to be provided over Boclair Road.

With the potential for connecting and improving the River Kelvin route to the east into Kirkintilloch via Torrance and south through Cadder to the Forth & Clyde Canal Path, this route would be a key part in creating a comprehensive link between Kirkintilloch, Milngavie and wider East Dunbartonshire.

There was no route along the desire line to the adjacent sports facility or golf club; the route would provide connectivity to nearby Milngavie and Bearsden.

5.3.11 *Bearsden*

The short section of route running north from Baljaffry Road lacks connectivity. This could be improved in a number of ways:

To the north, the route could connect to Mains Plantation, although it has been identified that this route needs considerable improvements.

A route could run parallel to Baljaffry Road along Abercrombie Drive or Grampian Way, with appropriate crossing facilities. This would provide a measure of connectivity into Bearsden for the eastern residential zones, and a further short section of on-road infrastructure would see connection to the Core Paths running across Bearsden toward the Allander Walkway.

A link could also be made to the south along Ledi Drive to connect to the Core Path over the recreation ground and past the Castle Hill site.

5.3.12 *Heritage sites*

The Roman Fields at Twechar could benefit from having an additional core path route designated between Main Street and Glen Shirva Road.

5.4 SWOT Analysis

5.4.1 *Strengths*

A Comprehensive Core Path Network

The Core Path network is supported by a spine of high-quality leisure routes. Some of the routes extend beyond East Dunbartonshire, providing long distance cycle / walking routes, including:

- The West Highland Way;
- The John Muir Way;

- NCR 754 – Forth & Clyde Canal Path; and
- NCR 755 – Strathkelvin Railway Path

Others provide routes of varying shorter distances within the area and occasionally extending into a neighbouring area, such as:

- Forth & Clyde Canal Path (part of the NCR 754);
- Allander Way;
- Milngavie Reservoirs;
- River Kelvin path;
- Lenzie Moss nature reserve; and
- The Thomas Muir Heritage Trail

Signage

These key routes are well signed along their lengths to ensure those using them will not deviate from the route.

In some areas, such as Bearsden and Milngavie, signage displayed a common theme and generally gave destinations and distances, including to local points of interest, schools etc. Specific routes such as the Thomas Muir Way and West Highland Way also had symbols associated with them to enable a user to quickly identify the correct path.

Surfacing Material

Surfacing across the key routes was generally of a high quality, except in a few places where noted.

Junctions

Certain junctions where paths crossed the carriageway were well designed, such as:

- At Lennoxton, the path crosses Newbridge. Traffic calming measures are in place to reduce vehicle speeds. The path is well signed and access points well defined with wooden fences and surfacing corralling users onto the correct route while being sympathetic to the surroundings; and
- Where the River Kelvin route crosses the A807 there is a puffin crossing for pedestrians, and access from the road to the path is via a high-quality wooden ramp.

Natural, Cultural and Heritage Assets

East Dunbartonshire has a number of sites of natural, cultural and historic significance, including:

- The Campsie Fells;
- Antonine Wall;
- Milngavie Reservoirs;
- Forth and Clyde Canal;
- Mavis Valley Site; and
- Lenzie Moss Nature Reserve.

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.

5.4.2 Weaknesses

Signage

Signage was an issue across the area. While signs in Bearsden and Milngavie displayed some consistency, there was no evidence of a coherent colour, size, font or design for cycle signs across the entire area.

Signage varied 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.

Some signs simply state the route the user is currently on; it does not give a location, destination, or heading. This can create confusion over direction. Blue signs in particular often failed in this respect

At some locations, there were a large number of signs making it difficult to identify which route the user required. There were both blue and green signs in some areas, in addition to NCR route signs and any applicable warnings.

Signage off-route was sporadic or non-existent. In some areas this made it difficult to follow routes from one to the other. When off-route there was often very little indication one was near to a route until adjacent to an access point.

Signs were vandalised in various locations.

Surface Material

Standing water was an issue in places, even where the surface was otherwise smooth and acceptable for cycling. During or following inclement weather the route will be much less attractive.

Maintenance was an isolated issue. Where the surfacing material was good, especially along key routes, maintenance of the surface was generally not an issue. Overhanging trees, overgrown foliage and other hazards spilling onto the path created an occasional issue.

Surfacing was poor in many areas, especially across shorter routes and links. Some paths were untreated, and where well used, this resulted in thick mud. In other areas, the stony surface made cycling difficult.

Of particular note, considering the location and potential for connectivity were:

- Surfacing on the Forth & Clyde canal path was of a considerably lower quality to the east of Kirkintilloch and to the west of Bishopbriggs. Standing water was a considerable issue, and the path was less comfortable to ride upon; and
- The surface material used in Bearsden was inconsistent across the routes, even across individual paths; in places this made an incoherent route, in others the surface made certain paths exceptionally difficult to negotiate.

Lighting and Safety

Some routes have potential to attract commuter cyclists; for example, the Forth & Clyde canal route from Bishopbriggs to Kirkintilloch in the East or Glasgow to the south-west, or the John Muir Way / Strathkelvin Railway Path from Lennoxton to Kirkintilloch via Milton of Campsie.

However, being predominantly leisure-orientated these 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 will dissuade users from the network, reducing their effectiveness for commuters in the winter months.

Off-road biking needs to be monitored. Off-road bikers present a hazard to other users, can damage infrastructure not designed for their vehicles, and are perceived to be threatening. Prohibition must be enforced where issues occur, and the public should be aware of who they can contact to report incidents.

Conflict between Users

There is evidence of conflicts between anglers and cyclists along the route.

Inter – connectivity

Crossings, such as that across the A807, are puffins rather than toucans and clearly designed for pedestrian use.

The core paths pass by various housing estates, schools and businesses, notably in Bearsden, Kirkintilloch, Milton of Campsie and Lennoxton. However, there is a lack of connectivity with these areas and points of interest. Despite evidence of informal paths across desire lines, there were very few places where linkages had been formalised.

Natural, Cultural and Heritage Assets

These routes are often isolated, lacking connectivity to nearby Core Paths. Where linkages exist, signage is often sparse, and surfacing is sub-standard and unsuited to cycling.

Golf Clubs

Where routes were followed around or through a Golf Club, the Core Paths were indistinct and often lost. Surfacing was generally of a poor quality or non-existent.

5.4.3 Opportunities

Signage

Maps and information points could make areas where there are multiple route choices easier to navigate. In some places a lack of signage made the route choice unclear and ambiguous; signage should be available at every point where the correct route to the destination is not abundantly clear.

Surfacing

A coherent plan for the surfacing, specifying the colour and style for the top layer, would create obvious, easy to follow routes within the area.

Additionally, the material and manner of construction needs to be considered carefully in each location to ensure standing water and muddy conditions cannot become a barrier to a path's usability.

Lighting and Safety

Lighting could be provided along the routes that could attract commuters. (LED lighting would be cheap, energy efficient and can eliminate bleeding).

Security contact points could also be provided, although this may prove costly.

In addition, routes that become popular with commuters would be safer simply due to the increased levels of use.

Conflict between Users

Shared-use footpath signage and markings could improve the relationship between users along the Canal route, giving the different users their own segregated space. Having specific points for anglers to use could also be of benefit.

Inter – connectivity

Where a route is clearly designed to cater for cyclists, crossing points should be of the appropriate 'Toucan' design.

In those locations where housing estates border a route, numerous opportunities present themselves:

- Ensure that properties backing onto the route have the potential for direct access should they so wish;
- Paths along desire lines to adjacent businesses, schools etc should be utilised where feasible, and could contribute toward Travel Plan targets, etc;
- Signage should be available through residential areas to direct potential users to the network. Signage and information boards on the path could direct users to local points of interest: these could be schools, shops and facilities as well as cultural, heritage and natural assets; and
- Where links are to be provided, these need to be of a similar standard to the actual path, and be well maintained.

Natural, Cultural and Heritage Assets

Links between the key routes and shorter leisure routes and natural & heritage assets should be improved through high-quality surfacing and consistent signage provided from the key routes.

Golf Clubs

Routes through and around the local clubs require improvement, especially where they represent key links (eg Cadder).

5.4.4 *Threats*

The threat to infrastructure is that it will be unused. Engendering a cycling culture is not within the scope of this document, yet it is an essential part of an Active Travel Strategy. Even if every recommendation made in this document were acted upon, without a significant uptake in those cycling the majority of the paths would be under-used.

In relation to specific measures, certain improvements are more likely to influence specific types of user. Where improvements are made to enhance connectivity to local schools, there must be a coordinated effort to make children and parents aware of the connectivity, measures taken to influence take-up, etc.

Where Rights of Way cross private land, opposition could be encountered by land owners to proposals that will increase pedestrian and cyclist demand. For example, the route through Cadder Golf Course could be key in increasing connectivity across the area, but would involve considerable improvements to a path that is currently little more than a line on a map.

A lack of financial investment could lead to piecemeal improvements, rather than a comprehensive strategy of improvements. While it is recognised that some recommendations (such as signage or surfacing across the area) are unlikely to be feasible across the area simultaneously, guidance should be developed to ensure that when funding is available the improvements follow the same design and promote a coherent, recognisable network.

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, whereas gaps such as between the National Cycle Routes in Kirkintilloch could be addressed without any corresponding works.

Certain routes, such as joining the Allander Walkway to the River Kelvin Path, require the cooperation of other councils where the routes are outside East Dunbartonshire.

In some areas, such as towards the Campsie Fells, the topography may dissuade some potential users. However, in general the topography in East Dunbartonshire is conducive to cycling.

Speeds on the roads through East Dunbartonshire, and in particular the A-road network, present a threat to cycling. Providing appropriate segregated infrastructure and appropriate measures to reduce speeds will be essential in increasing the confidence of new users.

5.5 Summary

The audit 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, the routes lack connectivity between one another. Even in locations where a route ran close to another there was a distinct lack of signage and infrastructure to guide users from one route to the next.

An over-arching policy for surfacing, signage and associated infrastructure must lead the way in terms of design and materials, presenting a vision for instantly recognisable cycling infrastructure across the area. 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 from Kirkintilloch to Lennoxton.

This guidance must be maintained and enforced to ensure any additional infrastructure follows the same design, presenting a coherent and high-quality network for the foreseeable future.

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

Quick wins can be made through the upgrade of existing infrastructure in areas such as Bearsden, Milngavie and Kirkintilloch.

In some locations routes that are designated as a Core Path were little more than a line on a map, and while it is accepted that routes will not always be to the same standard, certain routes were identified that need bringing up to a higher standard.

Opportunities exist across the area to connect the routes together and provide high quality routes around the whole of East Dunbartonshire. Many of the recommendations 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 great. 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 kids, 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.

6. Action Plan

6.1 Introduction

The action plan presents a number of strategic actions designed to increase participation in Active Travel in East Dunbartonshire. Some of these are identified as 'quick wins' – options with the potential to deliver high benefits in relation to cost and effort – and others are aspirational, requiring concerted effort over a period of time.

Walking and Cycling Infrastructure Works is divided into two sections:

Removing the Physical Barriers draws together issues identified across the network as themes, and present options for tackling them across the area, as well as designing strategies to limit the occurrence of such issues in the future.

Addressing the Gaps discusses gaps in the network identified through the consultations, route audits and desktop study that limit the connectivity of the network, and offers recommendations on how they could be improved, in addition to discussing the potential for connectivity with other routes, both existing and proposed.

6.2 Walking and Cycling Infrastructure Works – Removing the Physical Barriers

6.2.1 Signage Review

Signage within East Dunbartonshire was continually raised as an issue. There appears to be no coherent scheme applied to signage across the area, with font, size and colour varying from location to location. The information displayed varies; in some places signs displayed destinations, distances, and symbols identifying heritage routes, whereas in other places signs may have simply displayed the route or destination.

A signage strategy should be adopted in order to design and implement a coherent signage scheme across East Dunbartonshire.

Initially, the strategy needs to consider the design of the sign. Signs must be of the same font and shape in order to present a coherent network. Size may vary depending on the amount of information displayed. Contrasting coloured symbols could be used to identify the route toward attractions or points of interest. Materials must be weather resistant, and where necessary constructed and finished from vandalism resistant materials, reducing future maintenance costs. Field testing of signs is essential to ensure they are fit for purpose, and acceptable to the local community.

The review would need to carefully consider the requirements of signage for each route and/or location. Each sign needs to display information relevant to the user, allowing them to move from location to location with ease. Points of interest and facilities should be displayed where appropriate. Route choice should not be ambiguous.

The signage strategy would then be used to not only re-evaluate existing signage but to create a definitive policy on all future signage provision, ensuring additional routes are clearly part of the East Dunbartonshire Active Travel Network.

Once the strategy is finalised the guidance provided will be used to assess the existing signage in the area and replace, repair and provide additional signage where it does not meet this guidance.

While it may be unfeasible to retrospectively apply the strategy to all signage immediately, a time-frame for carrying out the works should be designed, identifying those places where signage is particularly inadequate as quick wins.

Signage Review - Summary

- It recommended developing an East Dunbartonshire signage strategy to design and implement a coherent signage scheme across the area.
- The signage strategy would then be used to not only re-evaluate existing signage but to create a definitive policy on all future signage provision, ensuring additional routes are clearly part of the East Dunbartonshire Active Travel Network.
- Once the strategy is finalised the guidance provided will be used to assess the existing signage in the area and replace, repair and provide additional signage where it does not meet this guidance.
- A time-frame for carrying out the works should be designed, identifying those places where signage is particularly inadequate as quick wins.

6.2.2 *Maintenance Review*

Maintenance covers a variety of issues identified during the consultations and route audit. It encompasses not only the maintenance of signage and surfacing, but also the environment surrounding the route: ensuring lights are operational; fencing and barriers are in a good state of repair; foliage does not encroach on routes; removal of graffiti and repairing vandalism, etc.

It is recommended to carry out an audit of the routes to determine the extent of the issues raised and develop a strategy for maintenance and resurfacing. This strategy can also be used to ensure that any extensions of the route will follow the same layout and continue to present East Dunbartonshire as a walking and cycle-friendly area.

The most costly aspect of this is anticipated to be resurfacing. Surfacing across the Core Path network was observed to be of varying quality, and surfacing in certain places was raised as an issue during the consultation workshops.

Each location needs to be assessed in order to ensure that surfacing takes account of the expected usage and type of user. Key routes forming part of an East Dunbartonshire cycle network (such as the Forth & Clyde Canal Path or the proposed River Kelvin Path) should be of a high quality surface well-suited to leisure cycling and attractive to young and inexperienced users. Those routes that are anticipated to attract school children (for example, Christine's Way

or the paths around southern Milngavie) should be of a similar high-quality surface suited to cycling. Casual cyclists could be easily dissuaded by muddy, rocky and indistinct routes.

Conversely, more remote paths should be evaluated to ensure that the path material complements the natural terrain, and may present more of a challenge to cyclists. It must be recognised that routes must continue to appeal to ramblers, and therefore remote paths must not resemble an urban cycle route.

Additionally, it is vital that the upper surface is of a similar appearance that is instantly recognisable as part of the East Dunbartonshire Active Travel Network. Where shared-use paths are to be implemented, careful evaluations is required to identify if any segregation is required.

A maintenance strategy for the future needs to be developed to ensure the network remains at a high standard at all times. This strategy should incorporate a system for reporting issues, reducing the requirement for a maintenance officer to audit routes. An online function or a text message feature, allowing users to text a location and / or image could potentially complement an online Active Travel resource, although it will be necessary to occasionally audit the routes with a professional's expertise.

It is recognised that it is unfeasible to undertake all required resurfacing immediately; the strategy will need to identify works as short-term, mid-term and long-term measures, focussing on those places that have identified issues and proposed routes.

Maintenance Review - Summary

- It is recommended to carry out an audit of the routes to determine the extent of the issues associated with maintenance, encompassing not only the maintenance of signage and surfacing, but also the environment surrounding the route.
- The audit will ensure that surfacing takes into account the expected usage and type of user, and that the appearance of the surface presents a recognisable East Dunbartonshire cycle network.
- This strategy can also be used to ensure that any extensions of the route will follow the same layout.
- A maintenance strategy for the future needs to be developed, incorporating a system for reporting issues.

6.2.3 *Direct Access Issues*

This element is very much site / route specific. Access issues and constraints in various forms were identified during the route audits and stakeholder consultations. While the specific issues are discussed in detail within the *Route Audit* available in **Appendix G**, over-arching strategies can be developed to ensure East Dunbartonshire has a comprehensive and coherent active travel network.

A strategy needs to be developed for auditing the specific needs of each location. Some of these audits should be undertaken as part of a larger corridor study, such as along the A81 or A803.

Facilities such as train stations, large employers, leisure facilities and schools should be evaluated location by location to ensure they provide desire-line access to Core Paths, other key routes and footways.

Such an audit is likely to take a considerable amount of time, and the completion of the audit will be a long-term aspiration. A phased approach could be adopted, initially targeting:

- **Schools:** Ensuring that schools are easily accessed by foot and bicycle, and place these modes above the private motor vehicle within their boundaries. Accessibility to

the local active travel network should be optimised, and an accompanying package of behaviour change mechanisms implemented;

- **Town Centres:** These could be evaluated with a vision to create a shared space, especially in locations like Milngavie, where national walking and cycling routes commence from the town centre. Measures should be taken to promote the area as an active, walking and cycling friendly area; and
- **Train Stations:** These should be assessed to ensure they are easily accessible via active travel methods, potentially with segregated access points (in stations with car parking, such as Kirkintilloch), and with crossings at desire lines. Secure cycle facilities should be provided.

These three areas were identified as priorities during the consultation and route audit process, and fulfil a number of policy aims.

Direct Access Issues - Summary
<ul style="list-style-type: none"> • A strategy needs to be developed for auditing the specific access needs of each area; • These should be incorporated within corridor studies where appropriate; • facilities such as train stations, large employers, leisure facilities and schools should be evaluated location by location to ensure they provide desire-line access to Core Paths, other key routes and footways; and • where existing and proposed routes pass residential areas the local network should be assessed to ensure access is along desire lines.

6.2.4 *Improve the Local Path Network in Bearsden and Milngavie*

Bearsden and Milngavie were frequently discussed during consultation as areas requiring considerable improvements, highlighting the disjointed and incoherent system of Core Paths. These improvements vary from improving the existing network and filling in small gaps in the current infrastructure to adding new routes along A-roads.

Although each identified opportunity may require a different solution, a comprehensive approach is required in order to genuinely improve and influence cycling within these towns.

Ideally, these improvements would be delivered through a comprehensive suite of studies of the local network. Potential study areas could include:

Mosshead

The Core Paths surrounding Mosshead are ideally located to provide a starting point for a network of paths through Bearsden and Milngavie. The paths run adjacent to Mosshead and Craighdu Primary schools, and through the provision of a desire line crossing at Douglas Muir Road also connect to Douglas Academy. To the west, the paths connect to the Allander Leisure Centre. This network could be improved through the surfacing and signage strategies options.

Key Residential Routes

The main routes through the outlying residential zones along desire lines should be assessed for feasibility in regards to adding appropriate infrastructure for cycling, and ensuring that footways are well maintained, decluttered and efficiently signed to enhance walkability. Considering the existing network and proposed options in the area, it is suggested to consider the following initially:

- **Hunter Road & Craighdu Road:** enhancing accessibility to Milngavie town centre and the Mosshead Core Paths for the Mains Estate;
- **Baljafray Road:** This route may require a segregated cycle-lane or adjacent infrastructure, potentially on Grampian Way. Through a crossing over the four-arm roundabout with Stockiemuir road the route will connect to the Mosshead Core Paths; and
- **Duntocher Road:** This route will require additional work to connect with either Bearsden Cross and the proposed route there, or to the Mosshead Core Paths to the north along the A809.

A81 Corridor Option

Details of this option are included in section 6.3.8 *A81 Corridor Study*. The route of the A81 between Milngavie town centre to Hillfoot train station will enhance the connectivity of the routes around Mosshead, and through improvements to the A808 Roman Road a predominantly off-road/segregated route can be traced from the north of Mains Estate to Bearsden Cross. Those

in the west of Bearsden will benefit from increased accessibility to Milngavie town centre and to leisure routes from here and the Allander Walkway.

A809 (within Bearsden)

The carriageway along this route is relatively constrained, and it may be more appropriate to provide an advisory cycle lane or shared-use footway. Ensuring a walking and cycling friendly route initially from Bearsden Cross to Craighdu Road could provide an additional spine to complement the Bear's Way, and ensures connectivity for the residential areas in the west to the network of Core Paths in the east.

Additional Improvements

Improvements to the network in Bearsden & Milngavie will incorporate a number of other options, including:

- *Pedestrianised, Cycle-friendly Town Centres;*
- *Maintenance and Signage Strategies;*
- *Direct Access Issues;*
- *Improving Crossing Facilities in Key Locations;*
- *20mph Zones; and*
- *Review of the Core Path Network*

Each of these options present opportunities for coordination with each other. With surfacing and signage strategies, improved access points, junctions and additional appropriate infrastructure along desire lines, key routes can then be easily accessed from nearby housing estates. These will benefit further from clear signage and enforceable 20mph limits. Resurfaced Core Paths, easily identified through similar surfacing and corresponding signage, facilitates off-road routes to destinations such as Mosshead Primary School, Douglas Academy or the Allander Leisure Centre, and an active travel- friendly town centre at Milngavie creates opportunity for shopping and further access to recreational routes.

These routes are envisaged to connect to the circular route primarily via the Allander Walkway, adjacent to the Allander Leisure Centre. This may be influenced by the Kilmardinny development and the proposals to create a new leisure centre at this site; this development presents an opportunity to create a 'gateway' onto the Allander Walkway and potentially onto

the East Dunbartonshire Circular Route similar to that in Milngavie town centre at the start of the West Highland Way.

Considering the potential for wider connectivity from Allander Walkway and the existing infrastructure, improving and extending this network of paths could be undertaken as a trial area and case study for best practice within East Dunbartonshire.

Improve the Local Path Network in Bearsden and Milngavie - Summary
<ul style="list-style-type: none"> • Ideally, these improvements would be delivered through a comprehensive suite of studies of the local network. Potential study areas could include: <ul style="list-style-type: none"> ○ the network of paths between Stockiemuir Road and the A81 – these could be improved through the surfacing and signage strategies; ○ the main routes through the outlying residential zones along desire lines, e.g. Hunter Road, Baljaffray Road and Duntocher Road; ○ the A81 and A809 routes (within Bearsden); and ○ enhance access through the proposed Kilmardinny development to create a 'gateway' to the Allander Walkway • Studies should be coordinated with access options appraisals and signage & surfacing strategies.

6.2.5 *Improve Crossing Facilities in Key Locations*

This was a recurring theme throughout the consultations and route audit. Key locations need to be examined, either as part of a wider study (if, for example, considering a route or area for access options or additional infrastructure), or on a case-by-case basis.

The *Route Audit Report* details where along the existing routes crossing facilities were identified as substandard or required. Where other improvements were not required or identified as minimal, these crossing points represent quick wins to increase accessibility and improve active travel participation. In locations such as Twechar it is unlikely that comprehensive improvements or network extensions will be undertaken, and improvements to crossings, surfacing and signage may be the only options.

Where a need for improvements or additional crossing points is identified, the type of crossing needs to be considered carefully to ensure it caters for all users and expected demand.

Where possible, essential links (such as between the two NCN routes in Kirkintilloch) should be prioritised for improvements to enhance accessibility for inexperienced and younger network users.

To provide maximum benefit, a study of crossing facilities should be carried out in conjunction with accessibility and corridor studies to ensure the facilities are appropriate for the environment and current usage, as well as capable of supporting future development. Some improvements identified through the desktop study, route audits or consultations may not be appropriate if further network improvements were made in the vicinity. Desire lines or expected demand could alter and change the requirements.

Implementation of these improvements across the entire area will represent a long-term goal. Where further improvements are to take place, crossing studies and works should be timed to coincide with these improvements.

Improve Crossings in Key Locations - Summary

- Locations identified during the route audits and stakeholder workshops need to be examined, either as part of a wider study, or on a case-by-case basis.
- Where a need for improvements or additional crossing points is identified, the type of crossing needs to be considered carefully.
- A study of crossing facilities should be carried out in conjunction with accessibility and corridor studies to ensure the facilities are appropriate for the environment and current usage, as well as capable of supporting future development.
- Where further improvements are to take place, crossing studies and works should be timed to coincide with these improvements.

6.2.6 20mph Zones

East Dunbartonshire has introduced a 'Twenty's Plenty' scheme across the area, with the aim of reducing road traffic accidents, emissions, etc and enhancing walking and cycling within residential areas. During the consultation process, opinion of these zones varied considerably, with a number of stakeholders opposed to any formalisation, while others were in favour of a blanket speed restriction in built-up areas.

These restrictions should be formalised through Traffic Regulation Orders to become mandatory. A formalised policy of enforced 20mph zones in residential areas would contribute to the strategy aims first and foremost by facilitating more active travel journeys through an increase in safety and by encouraging those who would not normally cycle on suburban roads to do so. Furthermore, the effects on the urban environment are likely to generate or at least facilitate behavioural change. The consultation workshops and online survey have highlighted that a poor perception of safety is a major barrier against active travel in East Dunbartonshire and enforced 20mph limits in residential areas is likely to be the most effective counter measure against this barrier.

Reduced motor vehicle speeds would also have other benefits such as reduced noise pollution, reduced vehicle emissions, perception of an increasingly pedestrian and cyclist friendly urban environment, improved safety. All of these effects are likely to create a more pleasant environment for active travel, especially for less confident cyclists and walkers, families, the elderly and vulnerable road users.

The restrictions need to be correctly enforced in places where it is felt that they are routinely broken. Future residential zones and any expansion, junction redesign or streetscaping should be designed to promote low speeds, and where possible problem streets should be retrofitted with traffic calming measures, ideally speed tables, build-outs, width restrictions and pedestrian crossing points and refuges, with appropriate cycling infrastructure. Avoiding speed cushions and road humps may help gain public acceptability, and build-outs could incorporate residential parking.

The low speeds and associated benefits have the potential to make walking and cycling much more attractive within residential zones. As discussed within the *Route Audit* available in

Appendix G, appropriate measure must be taken to ensure these residential zones are supported by a comprehensive network of easily accessible on-road and off-road routes.

20mph Zones - Summary
<ul style="list-style-type: none">• East Dunbartonshire's 'Twenty's Plenty' scheme should be formalised through Traffic Regulation Orders to become mandatory.• The restrictions should be enforced in places where it is felt that they are routinely broken, through speed cameras and/or infrastructure.• The low speeds and associated benefits have the potential to make walking and cycling much more attractive within residential zones.

6.2.7 *Planning Controls*

With the publication of the Scottish Planning Policy (2014) the planning system within East Dunbartonshire should be aligned with a “presumption in favour of development that contributes to sustainable development”. A sustainable ethos should underpin every decision in regards to layout, junctions, access points and location.

Through the appropriate decisions infrastructure can be located and designed in such a way that it complements the existing network, and conforms to the requirements of the Active Travel Strategy.

Effective implementation and monitoring of Travel Plans can further enhance sustainable transport and the uptake of active travel in East Dunbartonshire. Travel plans, where required, need to be tailored to the specific requirements of the development in order to reduce the risk of being carried out as a ‘tick-box exercise’ or generic process. Robust monitoring is required in order to ensure that active travel and sustainable transport provision is delivered and that the Travel Plan is regularly updated as appropriate.

Planning Controls - Summary
<ul style="list-style-type: none"> Through appropriate decisions infrastructure should be located and designed in such a way that it complements the existing network, and conforms to the requirements of the Active Travel Strategy. Effective implementation and robust monitoring of Travel Plans needs to take place in order to ensure change is occurring.

6.2.8 *Pedestrianised, Cycle-friendly Town Centres*

The route audit and stakeholder workshops highlighted the lack of infrastructure within the town centres. The majority of these centres have main arterial roads running through them, with the exception of Milngavie, which is pedestrianised yet excludes cyclists.

It is recommended that a study is undertaken to assess the viability of improving each town centre for pedestrians and cyclists. It is unlikely that any of the other towns will be able to successfully and affordably reroute traffic and pedestrianise the centre, but through decluttering and more efficient use of signage, information boards and improved street furniture, maintenance of the footways and by providing secure cycle facilities the centres could be greatly improved for active travel.

Pedestrianised, Cycle-friendly Town Centres - Summary
<ul style="list-style-type: none"> It is recommended that a study is undertaken to assess the viability of improving each town centre for pedestrians and cyclists. Through efficient use of signage, information boards & improved street furniture, maintenance of the footways and by providing secure cycle facilities the centres could be greatly improved for active travel.

6.2.9 *Review of the Core Path Network*

While the Core Path network is an excellent way to provide a map of key routes across East Dunbartonshire and Scotland, the concept of a Core Path is somewhat misleading.

The Land Reform (Scotland) Act 2003 states that Core Paths will provide “the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area.” Section 19 further states that the Local Authority “may do anything which they consider appropriate for the purposes of maintaining a core path, keeping a core path free from obstruction, and providing the public with directions to, or with an indication of the extent of, a core path”.

There is a lack of quantification of the term “reasonable access”, and consequently Core Paths vary from Local Authority to Local Authority. Access authorities also do not have a duty to maintain the Core Path Network, only to adopt the plan.

As described in *Chapter 3: Access Management* of Paths for All’s publication : Core Path Plans – A Guide to Good Practice , the GIS mapping of the Core Path Network should include additional layers providing data on path quality, access issues, and suitability for different users. While the plan itself and base map should follow the guideline ‘purple dashed line’ additional information should be freely available to the public.

Also, while there may be no duty to maintain the network, this should not mean maintenance and enhancement is not carried out, and where enhancement would lead to increased benefits in connectivity and participation in active travel it should be carried out to a high standard. Routes must be well maintained to sustain active travel and increase confidence in the network.

Review of the Core Path Network - Summary

- Additional information on the suitability of the Core Paths for each user should be freely available, listing surfacing, potential access issues, etc.
- This information could be incorporated as selectable layers on the Council’s website.
- Core Paths should be maintained to a high standard, and improved where the route has potential for an increased number of users.

6.3 Walking and Cycling Infrastructure Works - Addressing the Gaps

6.3.1 *Introduction*

This section is divided into several sub-sections:

- **East Dunbartonshire Circular Route:** discusses a number of existing leisure routes that offer opportunity to be connecting into a circular route;
- **Connectivity within East Dunbartonshire:** discusses routes across East Dunbartonshire that provide connectivity between the towns;
- **Cross-boundary Connectivity:** discusses those routes that provide connectivity between towns and beyond East Dunbartonshire's boundaries;
- **Corridors:** discusses routes that require an in-depth corridor study; and
- **Bishoppbriggs Improvements:** discusses the various routes proposed through Bishopbriggs.

East Dunbartonshire Circular Route

6.3.2 *East Dunbartonshire Circular Route*

Connecting the following identified gaps could lead to the creation of an East Dunbartonshire Circular Route, encompassing the majority of settlements within the area and offering significant improvements as regards the delivery of a coherent and comprehensive active travel network.

This circular route is envisaged to directly appeal to leisure and tourist users, with some potential for commuter use. The route would be predominantly off-road, with a relatively gentle topography which would appeal to leisure cyclists, the inexperienced and the young, with the potential to increase confidence in cycling.

With a complimentary signage and surfacing strategy in place, the route would present a comprehensive, easy to identify longer-distance path. There is opportunity to utilise the proposed Kilmardinny development to create a 'gateway' to the route at Allander, and the path would subsequently take the following route:

- The Allander Walkway to the east;

- Connect via a proposed River Kelvin Path;
- Continue along the Forth & Clyde Canal Path;
- Link to the John Muir Way to the north via improvements within Kirkintilloch;
- Follow NCN route 755 across northern East Dunbartonshire into Strathblane;
- Head south into Milngavie (there are various options for this section); and
- Potentially utilise the West Highland Way and pass through Milngavie town centre, proposed to be opened and improved for cycle access.

The gaps identified are all individually priorities, and have the potential to bring benefits in isolation. However, implementing them together has the potential to create benefits greater than the sum of their parts. Where possible, the route uses current paths and cycle routes, and it is considered that connecting these routes represents the easiest way to connect the major settlements of East Dunbartonshire.

The proposed route would support local, regional and national policy through its use of existing routes, promotion of long-distance and NCN routes, extension and enhancement of the Core Path network and through the creation of high-quality leisure facilities.

Through additional improvements and further addressing of gaps, there is opportunity for connectivity into surrounding areas where the route passes residential areas, commercial developments and council facilities, and where the route meets other paths both existing and proposed.

The following links are discussed in more detail:

Allander Walkway

This route has great potential for connectivity at either end. To the east, the Allander Walkway would extend out to meet the River Kelvin path. This route along Allander Water to the River Kelvin lies on the East Dunbartonshire boundary, and may require cross boundary cooperation.

To the north, the route offers connectivity to Milngavie town centre, and to the West Highland Way.

Cadder

The route between the River Kelvin Path and the Forth & Clyde Canal Path at Cadder is substandard. This link should be viewed as an essential element of the Allander Walkway to River Kelvin improvements; creating a high-quality link in conjunction with the River Kelvin Path here will provide an off-road route from Milngavie town centre all the way to Kirkintilloch and northern Bishopbriggs.

Kirkintilloch

Connectivity between the two NCN routes (754 and 755) was noted as being an issue during the consultations. Connecting this small gap with appropriate infrastructure will complete an arc from the Campsies and Lennoxton through Milton of Campsie and Kirkintilloch all the way to Bishopbriggs.

Strathblane

Strathblane lies within Stirling, and is therefore outside of the study area. However, NCN route 755 continues into Strathblane, and there is opportunity for the route to connect southwards into northern Milngavie, around the Milngavie reservoirs. Studies should be carried out to assess the potential for routes south; this could be along the route of Old Mugdock Road, or to investigate the connectivity between the West Highland Way and John Muir Way around Carbeth Loch.

East Dunbartonshire Circular Route - Summary

- This circular, predominantly off-road route is designed to appeal to leisure walkers and cyclists, while providing some opportunities for commuting and local trips.
- The proposed circular takes the following route:
 - the Allander Walkway to the east;
 - connect via a proposed extension to the River Kelvin Path;
 - continue along the Forth & Clyde Canal Path;
 - link to the John Muir Way to the north via improvements within Kirkintilloch;
 - follow NCN route 755 across northern East Dunbartonshire into Strathblane;
 - head south into Milngavie (there are various options for this section); and
 - potentially utilise the West Highland Way and pass through Milngavie town centre, proposed to be opened and improved for cycle access.
- The route would provide local connectivity to natural, cultural and historic assets, while providing high-quality off-road links to more remote locations such as the Campsie Fells.

Connectivity within East Dunbartonshire

6.3.3 East – West connectivity (*Allander Walkway to Cadger Bridge*)

This section of route is an integral part of the East Dunbartonshire Circular route, but should also be considered as an option in its own right.

East to west connectivity was identified during the consultation process as a weakness in the area, with a lack of commuter or leisure routes between Kirkintilloch/Bishopbriggs and Bearsden/Milngavie, limiting options for those in the east to access the natural, cultural and heritage assets and facilities in the west.

This route makes use of existing infrastructure at Cadder, along the Allander and River Kelvin, improving the Core Paths and extending them to meet at the river confluence. A crossing over Boclair Road would be required, further enhancing connectivity to Dobbie's Garden Centre and The Tickled Trout. The route also offers opportunity for connectivity to the adjacent Bearsden & Milngavie sports club.

To the north, the route offers connectivity to Milngavie town centre (proposed to be opened to cyclists) and to the West Highland Way, in addition to the Allander leisure centre.

The off-road nature of the route will predominantly appeal to leisure walkers and cyclists, and may attract those looking to make short journeys to adjacent facilities. The route runs parallel to the A807, and presents an opportunity to provide an alternative for commuters that is likely to be considerably more feasible.

An extension to the Allander Walkway to meet the River Kelvin Path also presents a strong opportunity for cross-boundary connectivity beyond East Dunbartonshire into Glasgow. The Kelvin Walkway extends from the confluence of the River Kelvin and the Allander south to Glasgow Heliport on the north bank of the River Clyde, and can further be linked from here to the Clyde Walkway that continues south beyond Glasgow. There is also potential for a crossing over the Allander just north of the confluence utilising the remaining foundations that once supported a railway bridge at this point.

The potential for an increase in tourism for Milngavie should not be underestimated; the route from Glasgow on foot can take approximately an average day, and an overnight stay in Milngavie would be required for those continuing along the West Highland Way.

Furthermore, there is some indication through the occasional sign that this route may be adopted by Sustrans as part of the National Cycle Network, and improvements to the route could be undertaken through partnership working.

Allander Walkway to Cadder Bridge - Summary

- The Allander Walkway would be extended to meet with the River Kelvin Walkway and incorporated within the Core Path network.
- This route will provide much-needed connectivity from east to west, appealing to leisure users and commuters.
- There is also potential for cross-boundary connectivity into Glasgow along the River Kelvin route to the south.

6.3.4 North – South Connectivity (*Torrance to Lennoxton via Campsie Road*)

The proposed East Dunbartonshire Circular Route is well located and appropriately sized to make connectivity between the north and south of the area simple and efficient as well as pleasant. However, there is potentially a desire line across central East Dunbartonshire, facilitating more direct access to the Campsies.

This route extends north to south to the east of the area, and was identified in the audit report as a potential north-south link. Connectivity from Torrance was also a recurring issue during the consultation process.

Considering the high vehicle speeds, narrow carriageway and low pedestrian numbers along the route it may be more appropriate to offer a shared-use footway.

In places, the narrow carriageway and the inconsistent footway on alternating sides may present challenges to implementing such a route. The proximity of the carriageway also makes the route less attractive to casual and leisure walkers and cyclists, who will be more likely to use the off-road John Muir Way. Campsie road is more likely to attract commuters from Lennoxton to Bearsden or Bishopbriggs; either location would be approximately 10 miles cycle along this route, and therefore only appealing to the more dedicated and active cyclists.

Considerable further study should be undertaken into the potential for demand for this route and the feasibility of provision. Without a robust evidence base displaying a demand for the route it is likely that north – south access will be more viable through the existing NCN route 755 to the east and a potential cross-boundary route through Stirling to the west. A more appropriate

alternative may be to connect Torrance to the John Muir Way (NCN 755) via the disused River Kelvin Railway Path.

Torrance - Lennoxton via Campsie Road - Summary

- This route presents an opportunity for north - south connectivity across central East Dunbartonshire.
- Considering the high vehicle speeds, narrow carriageway and low pedestrian numbers along the route it may be more appropriate to offer a shared-use footway, although in places, the narrow carriageway and the inconsistent footway on alternating sides may present challenges.

6.3.5 Torrance to Birdston via River Kelvin Railway Path

The route from Torrance to Birdston via the railway path presents an opportunity to join Torrance to the Strathkelvin Railway Path and provide connectivity to the north into the Campsies and south to Kirkintilloch.

A meandering route can currently be traced around Hayston and Kirkintilloch golf clubs, and this could be improved by following the desire line along the disused railway path.

This route would have to be carefully evaluated to determine the scale of benefits. While Torrance would benefit from improved connections to the Core Path network, this route potentially provides fewer connections and benefits a smaller catchment area than similar routes in the area. The route runs parallel to the existing Forth & Clyde Canal Path, but bypasses Kirkintilloch entirely, connecting to the John Muir Way at Birdston to the north.

A River Kelvin Railway Path could be of benefit for those from other towns utilising Cadder / Allander Way – River Kelvin Path and looking for a route to the north, providing a shorter and more rural route to the Campsies. Similar benefits could be gained through the implementation of an improved connection between the NCN routes in Kirkintilloch, which would also be of benefit to those residents within the town, although the route would be longer and pass through heavily urbanised environments.

The route would also address issues of equality by improving connections for Milton of Campsie and to some extent Lennoxton into Bishopbriggs and potentially beyond. It also contributes to the enhancement of the Core Path network.

In the event that a River Kelvin route was not feasible, and instead on-road improvements were made along the A807 – A803 this route could potentially be more viable. Link improvements along a short stretch of Main Street and through Westermains and Hayston estates would further complement this route.

Torrance to Birdston via River Kelvin Railway Path - Summary

- The route presents an opportunity to join Torrance to the Strathkelvin Railway Path north and proceed into the Campsies.
- A meandering route can currently be traced around Hayston and Kirkintilloch golf clubs, and this could be improved by following the desire line along the disused railway path.
- This route would have to be carefully evaluated to determine the scale of benefits; this route potentially provides fewer connections and benefits a smaller catchment area than similar proposed and existing routes in the area.

6.3.6 Initiative Road (Kirkintilloch Link Road)

This road was completed in 2010, and is designed to provide a high-speed link between Kirkintilloch and Glasgow, relieving congestion in Kirkintilloch and along other arterial routes. The route runs directly through a residential area in the south of the town, and lacks footways or crossings along its length. A public right of way necessitates crossing of the road, and although gaps in the fencing and barriers are provided, there is no formal crossing.

Much of the route is subject to the national speed limit, and considering the high vehicular speeds and average annual daily traffic flows, it is probably most appropriate to look to provide a footbridge, ideally DDA compliant.

This would assist in connecting the communities and facilities on either side of Initiative Road, and maintain connectivity of the public right of way and Core Path network in the area.

Initiative Road - Summary

- The recently implemented link road lacks footways or formal crossing points to aid active travel.
- The route should be assessed in regards to the feasibility of providing a footbridge at a key location.
- This would reconnect the communities on either side of Initiative Road.

Cross Boundary Connectivity**6.3.7 A809 north of Milngavie**

This major A-class road provides connection via outlying villages to Loch Lomond & the Trossachs National Park, approximately 15 miles north of Milngavie.

This route was identified during the consultation process as a key leisure route with the potential to increase tourism in the area, presenting an opportunity for a longer-distance path into a natural asset to Scotland.

However, there are numerous issues that would need to be overcome in providing a safe and attractive route. Primarily, the route is predominantly outside of East Dunbartonshire and would require cooperation from other authorities and organisations. The A809 is a high speed route with no footways and features tight bends with low visibility, and would ideally need widening to incorporate a segregated cycleway or shared-use footway. It would be more appropriate to identify a route for an off-road shared-use cycle/footpath, presenting a more attractive course for leisure walkers and cyclists who would undoubtedly be the primary users.

Realistically, this route is likely to be unfeasible given the high levels of cooperation and substantial amount of infrastructure potentially required to implement such a path.

A809 North of Milngavie - Summary

- The A809 provides connection to Loch Lomond & the Trossachs National Park.
- Numerous issues were observed that would need to be overcome, including:
 - The route is predominantly outside of East Dunbartonshire and would require co-operation from other authorities and organisations.
 - The A809 is a high speed route with no footways and features tight bends with low visibility, and would ideally need widening to incorporate a segregated cycleway or shared-use footway.
- It would be more appropriate to identify a route for an off-road cycleway. Given that there is already a network of off-road and leisure routes in this direction, including the West Highland Way, this route is unlikely to be feasible.

Corridors

6.3.8 A81 Corridor Study

This route has been studied previously in detail in 2008 and 2014, and has recently seen considerable improvements to active travel provision with the Bear's Way segregated two-way cycle route and Kessington Transport hub. This key route through eastern Bearsden could potentially link Milngavie town centre and train station to Hillfoot and Bearsden stations, passes via the Allander leisure centre and the Allander Walkway, and finish close to Bearsden centre at Bearsden Cross. Additionally, the A81 is a direct route into Glasgow for commuters from the area.

The 2014 updated STAG part 2 appraisal undertaken by AECOM identified a number of options to enhance walking and cycling along this corridor:

- Extend the cycle route on Woodburn Way north of Park Road to enhance the link to Milngavie Town Centre and the rail station;
- Completion of the cycle link between Mains Estate and Allander Leisure Centre;
- Secure cycle storage facilities built at rail station and in town centres;

- Development of a local network of walking and cycling paths which serve desire lines and converge on town centres and stations; and
- Development of a high quality path which links the Kilmardinny development and Milngavie station.

Completion of a cycle link between Mains Estate and Allander Leisure centre is incorporated as part of the improvements suggested between Milngavie and Bearsden, and this network of routes around Mosshead is envisaged as a key area for development in improving the area's active travel infrastructure. The improvements will also enhance the route for pedestrians looking to make off-road journeys between the facilities, schools and residences in the area.

Through a comprehensive scheme of improvements and addressing gaps the potential network of routes through the two towns present an opportunity to create a core of high-quality walking and cycling infrastructure that can be extended as appropriate.

Where the route passes near key facilities such as Hillfoot and Bearsden train stations there is potential to create direct routes with segregated pedestrian and cycle access points, in addition to providing connections to Milngavie town centre, nearby housing estates, and the proposed Kilmardinny developments.

The improvements already made through the Bear's Way cycle corridor project are a step in the right direction for active travel in East Dunbartonshire and address a need for safer cycle provision along this route. However, the success of the route relies upon the successful delivery of other improvements and additions to the network. Without associated works to improve train station facilities, improve surfacing and signage, access to future developments, etc, the impacts of the scheme in isolation will be limited.

The focus of a further study should therefore be to assess the feasibility of adding further complimentary infrastructure along the route to improve wider accessibility for pedestrians and cyclists. This should incorporate the following recommendations:

- Extend the Bear's Way south to provide a dedicated cycle route into Glasgow;
- Look to extend the Bear's Way north into Milngavie town centre, potentially utilising Lennox Park or Main Street; and
- Provide appropriate infrastructure along Roman Road to Bearsden Cross.

Additionally, the following complementary proposals should be considered alongside the corridor study:

- Enhance access and facilities at Bearsden, Hillfoot and Milngavie train stations as part of the *Direct Access Issues* option;
- Create a cycle-friendly town centre at Milngavie as part of the *Pedestrianised, Cycle-friendly Town Centres* option;
- Improve the network of Core Paths around the Mosshead area as part of the *Improve the Local Network in Bearsden/Milngavie* option;
- Improve signage in line with the *Signage Review* option; and
- Improve and maintain the route as proposed in the *Maintenance Review* option.

Finally, a high quality link to the Allander Walkway should be provided, enhancing the existing path adjacent to the Allander Leisure Centre. In the event that the Kilmardinny development is finalised, this should incorporate associated improvements to this path, potentially providing a 'gateway' to the Allander Walkway.

These improvements support a number of national, regional and local policy aims, while addressing the needs identified through the consultation process.

A81 Corridor - Summary

- This route has seen improvements to active travel provision with the Bear's Way segregated two-way cycle route and Kessington Transport hub.
- Further study should be carried out to assess the feasibility of:
 - Extending the route to connect with Milngavie Town Centre;
 - Providing connections with Milngavie, Bearsden and Hillfoot train stations, including segregated pedestrian and cycle access points and improved cycle storage facilities;
 - Providing a high-quality link to the Allander Walkway;
 - Ensuring connectivity is well provided for as part of the Kilmardinny development;
 - Providing a link to Bearsden Cross, and associated facilities at this location; and
 - Extending the route toward Glasgow.

6.3.9 A807 Torrance to Bearsden

This route was identified during consultation as one that was felt to be an important missing link from the area's infrastructure. While the route may seem simplistic, following the established route of A807 across central East Dunbartonshire, balancing the needs of commuters and leisure users and establishing the feasibility of appropriate infrastructure will require a detailed corridor study and careful cost – benefit analysis.

This route would follow the A807 between the four-arm roundabout junction of the A807, A879 and Boclair Road to the east of Bearsden, up to the three-arm roundabout junction of the A807 and Main Street in Torrance.

To the east, the route could follow a number of options:

- On-road, the route could continue to follow the A807 and subsequently the A803 into Kirkintilloch;
- The route could deviate at Torrance onto the Core Paths to the north accessed via Main Street; or

- The route could join the Forth & Clyde Canal Path as it passes beneath the A807 Torrance Road.

The off-road options both require further improvements incorporated within the signage and surfacing strategies and access improvements.

To the west, the route could either:

- Follow the A807 into Milngavie, providing links to the town centre;
- Follow Bocclair Road into Bearsden and provide a link to the train station; or
- Connect to the Allander Walkway to provide off-road access to Milngavie and northern Bearsden.

A number factors need to be considered as part of the corridor study:

High vehicle speeds and demand, in addition to low pedestrian demand indicate that the footway here could be utilised as a shared-use footway, ideally with appropriate signage and surfacing.

The route would essentially run parallel to the proposed Allander Walkway / River Kelvin Path extension, which itself has the potential to offer further connectivity via the Forth & Clyde canal path. However, the street lighting, natural surveillance and more direct route would appeal more to commuters; whereas conversely the proximity to fast moving traffic and lack of scenery would dissuade leisure users. While there is potential for both routes to accommodate for all, it seems counter-intuitive to provide two adjacent links along a route when there are so many other improvements to be made across the area.

Despite its potential for connectivity, Bocclair Road is currently unsuited to walking or cycling. The narrow carriageway, lack of footways, and adjoining walls / barriers may make it impracticable to introduce appropriate infrastructure along this route.

By joining with the Forth & Clyde Canal Path the amount of additional infrastructure required could be reduced by removing the need to introduce appropriate infrastructure along the A803 into Kirkintilloch, or improving the three-arm roundabout between the A807 / A803 for cyclists.

However, it may be counter-intuitive to provide on-road facilities for part of the route to then supplement these with an off-road leisure route.

A807 Torrance to Bearsden - Summary

- The A807 provides an opportunity to provide east-to-west connectivity either on-road or through a shared-use footway.
- High vehicle speeds and demand, in addition to low pedestrian demand indicate that the footway here could be utilised as a shared use footway, ideally with appropriate signage and surfacing.
- The study needs to assess connections at either end of the route, which present a number of options.
- The route would essentially follow the same route as the proposed Allander Walkway / River Kelvin Path extension, but would cater for commuters rather than leisure users, and would be predominantly cater for cyclists.

Bishopbriggs Improvements

A number of issues surrounding Bishopbriggs were identified during the consultations, route audits and desktop study. The following options can be implemented individually, and will provide a measure of connectivity while addressing certain constraints. Together, the three options present a package of measures that will provide a strong triangular core of active travel routes through Bishopbriggs, connecting major sites and facilities while providing connections out to Glasgow, Kirkintilloch and the Forth & Clyde Canal Path.

In doing so, the options would satisfy national, regional and local policy by providing urban and rural links, enhancing accessibility for leisure, tourism and commuting purposes, developing the Core Path network and reducing emissions. They would also address the majority of the concerns raised during the consultation process.

The timescales already imposed by the phased construction of the Bishopbriggs Relief Road (BRR) would mean that improvements to active travel in Bishopbriggs could be planned in similar stages. Improvements to the A803 would be minimal until completion of the BRR, while the railway path and access works could be implemented earlier.

6.3.10 *Bishopbriggs Relief Road*

The Bishopbriggs Relief Road (BRR) is currently under construction, with Phase 3 completed and Phase 4 progressing. The BRR is designed to relieve congestion in Bishopbriggs through the town centre along the A803.

Currently, the BRR does not feature footways or cycling infrastructure along its length. Design work is underway to deliver an active travel corridor parallel to the new BRR along the existing Westerhill Rd. Construction is due to commence after completion of Phase 4 (scheduled for 2017).

In isolation, an active travel route along the BRR has less impact than one in conjunction with complementary routes. The BRR travels along the outskirts of the town in a north-south alignment, and although it links some residential areas - including new developments in the south-east - with employment areas and the Strathkelvin Retail Centre in the north, it is not primarily designed to cater for local trips.

Even without an active travel route, the BRR contributes towards active travel by reducing congestion and demand along the A803, and therefore improving conditions for pedestrians and cyclists using this key route through the town centre, passing major employers and retail units.

Potentially, it could be the optimal time to implement an active travel corridor along the A803 while traffic utilises the new BRR and demand is less, introducing infrastructure and increased numbers of pedestrians and cyclists to the route before background growth and induced demand sees inflation in the numbers of cars on the route again. There is also potential to align an active travel corridor along the A803, upon completion of the BRR, sharing the carriageway with a potential Quality Bus Corridor along this route corridor.

Bishopbriggs Relief Road - Summary

- The BRR should be incorporated as an active travel corridor with appropriate associated infrastructure. The opportunity should be taken to provide wide segregated cycleways and footways on either side of the carriageway, ideally with associated streetscaping, furniture and LED lighting.
- Additionally, the associated reduction in demand on the A803 through Bishopbriggs should be utilised through the implementation of a corridor study along this route.

6.3.11 A803 Bishopbriggs

This route presents various options for implementation and extension, potentially implemented as a phased plan over a number of years. Additionally, the benefits of this route will be enhanced through continued development of complementary adjacent routes.

The core route will run from Bishopbriggs rail station to the Strathkelvin retail centre, encompassing the majority of retail centres in the town. In some areas - such as at junctions and in the vicinity of Bishopbriggs library - the carriageway is constrained, but much of the carriageway is characterised by wide lanes, and there may already be enough width to install advisory cycle lanes and advanced stop lanes with little additional work.

The route is currently being assessed to incorporate an Active Travel Corridor with a potential Quality Bus Corridor (QBC).

The completion of the BRR should remove some vehicle demand for this route. Ideally the 40mph limit to the north of the road could then be further restricted to 30mph with minimal impact on the capacity (this could further encourage use of the BRR) and the rail station and retail centres could enhance their access points with priority for cyclists and pedestrians at desire lines and improved parking facilities for bicycles.

Connectivity between Bishopbriggs and the canal path was identified during the consultation process as an issue, and this could be enhanced through routes along Balmuildy / Hilton Road

and Cadder Road, providing access to the Forth & Clyde Canal Path and the proposed East Dunbartonshire Circular Route.

To the south, the A803 should be assessed for the potential to install cycling facilities along the route, potentially into Glasgow through cooperation with Glasgow City Council. The route features a wide carriageway with enough space to provide parking either side without hindering traffic movement, and should easily accommodate cycle lanes.

By linking with the BRR at the Strathkelvin Retail Centre and the proposed Railway Path, the routes create a triangular path linking major new housing developments with retail centres, the local train station and leisure routes to the north. Connectivity to Lenzie is provided via the Railway Path, and to Kirkintilloch via the Forth & Clyde Canal, or potential improvements along the A803.

The reduction in vehicular demand and speed through Bishopbriggs should relieve congestion and associated emissions, creating a higher-quality environment for pedestrians and cyclists. This could be further capitalised on through public realm improvements such as de-cluttering, efficient signage in line with the *Signage Strategy* option, and potentially introducing a pedestrianised or shared surface area.

A803 Bishopbriggs - Summary

- This route presents various options for implementation and extension, potentially as a phased plan over a number of years.
- A comprehensive corridor study should be carried out to assess a core route from Bishopbriggs rail station to the Strathkelvin Retail Centre, including the feasibility of carrying out the following actions:
 - provide high quality cycle parking facilities at Bishopbriggs station and at retail centres, and assess the potential for segregated pedestrian / cyclist access along desire lines;
 - reduce the speed limit to a maximum of 30mph;
 - along the majority of the route, the carriageway appears to be of sufficient width to provide advisory cycle lanes;
 - advanced stop lanes could be provided and cycle times adjusted to better serve pedestrians and cyclists;
 - additionally, the benefits of this route will be enhanced through continued development of complementary adjacent routes, such as along Balmuildy / Hilton Road and Cadder Road, and through connectivity with the BRR.

6.3.12 Lenzie / Kirkintilloch to Bishopbriggs

While Bishopbriggs and Kirkintilloch are connected to the north of each town via the Forth & Clyde Canal Path, both towns suffer from a lack of connectivity within, with no infrastructure and a lack of cycle routes into the centres and to major attractors.

Other improvements discussed in this report (such as the *Signage Strategy* option and the *20mph Zones* option) would increase the walkability and cycleability within each town, but further measures should be taken to promote interconnectivity and to potentially create active travel corridors for commuters and for short journey trips. Connectivity with leisure routes, particularly with the proposed East Dunbartonshire Circular Route, will further enhance the viability of the route.

This connectivity can be achieved to a certain degree through a number of individual routes; long-term, it may be possible to implement them all to provide a comprehensive network between Bishopbriggs and Lenzie / Kirkintilloch.

The primary route utilises the existing Croy Railway line between Bishopbriggs and Lenzie; it is envisaged that the route will be predominantly off-road, and present a high – speed desire line route into Bishopbriggs and toward Glasgow. A wide shared-use path, with demarcated cycle and pedestrian areas would reduce the potential for conflict.

For pedestrians and leisure users, the route would provide a pleasant and high-quality path from Bishopbriggs into Kirkintilloch via Lenzie Moss, where users could follow Christine's Way to the Forth & Clyde Canal and beyond.

Part of this route is already planned to begin construction in 2015/16.

The route would be adopted as a Core Path, further extending and enhancing this network.

In isolation, the route will offer time savings for those residing in the vicinity looking to access retail and leisure facilities in either town, or commuters between Bishopbriggs and Kirkintilloch and those working in Glasgow. The benefits of this route will be further enhanced when implemented in conjunction with:

- The BRR: The Bishopbriggs Relief Road will provide an excellent opportunity to connect those residing in the east of the town with the Strathkelvin Retail Center in the north. This route will be enhanced through connectivity with a proposed A803 Active Travel Corridor and a Bishopbriggs – Lenzie Railway Path; and
- The A803 Corridor: By linking with the BRR at the Strathkelvin Retail Centre and the proposed Railway Path at Bishopbriggs station, the proposed routes create a triangular path linking major new housing developments with retail centres, the local train station and leisure routes to the north. Connectivity to Lenzie is provided via the Railway Path, and to Kirkintilloch via the Forth & Clyde Canal, or potential improvements along the A803.

Lenzie - Bishopbriggs - Summary

- This route would provide direct connectivity between central Bishopbriggs and Kirkintilloch / Lenzie.
- It is envisaged that the route will be predominantly off-road, and present a high – speed desire line route into Bishopbriggs and toward Glasgow. A wide shared-use path, with demarcated cycle and pedestrian areas would reduce the potential for conflict.
- Connectivity could be enhanced through adjoining complementary routes, such as the BRR or an A803 active travel corridor through Bishopbriggs.

6.4 Quick Wins – Physical Infrastructure

Table 6-1 overleaf identifies those improvements that are considered potential 'quick wins'; improvements that could offer great benefit in relation to cost and timescales. Any interventions recommended will require consultations, feasibility and design studies.

Table 6-1 Quick Wins – Physical Infrastructure

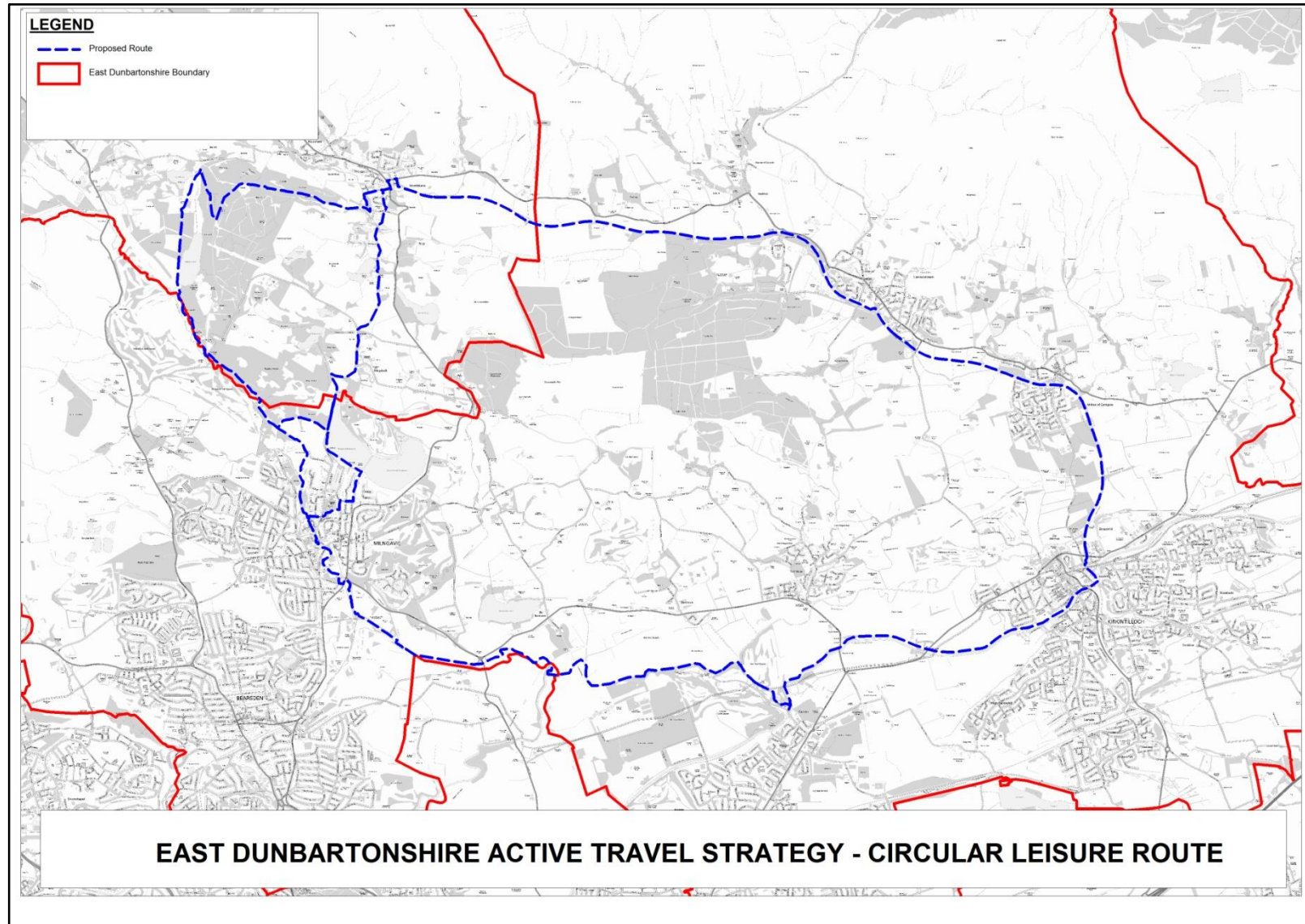
Physical Infrastructure		
Location	Issue	Recommendation
Forth & Clyde Canal Path / NCN Route 754		
Forth & Clyde Canal Path	Surfacing to the west of Bishopbriggs and to the east of Kirkintilloch	Resurface these areas to the same standard as the Kirkintilloch – Bishopbriggs section
Forth & Clyde Canal Path – Canal Street	Surface of connection is poor	Resurface these areas to the same standard as the Kirkintilloch – Bishopbriggs section
Forth & Clyde Canal – A803 / Torrance Road / Bamuidy Road access points	Poor quality surface and lack of signage	Resurface these links to the same standard as the Kirkintilloch – Bishopbriggs section. Ensure signage makes links obvious and provides directions to nearby facilities
Forth & Clyde Canal – Cadder Bridge	Lack of signage and surfacing along golf course	Resurface this area to the same standard as the Kirkintilloch – Bishopbriggs section and ensure well maintained. Add signage to nearby destinations (Balmore / Torrance)
Kirkintilloch		
Hillhead road	No crossing facilities along desire line	Assess location for potential crossing. Dropped kerbs and tactile paving should be provided as a minimum
Link to canal towpath at junction of A803 Kilsyth Road and B8023	No crossing facilities or footways	Associated measures to improve crossing provision and footways at the junction
Holy Family Primary School	Access via Christine's Way is uninviting.	Make access more attractive with a wider entrance for cyclists/pedestrians
Hillhead roundabout, Kirkintilloch	Uncontrolled crossings over desire lines between NCN routes	Assess junction in regards to providing controlled crossings.
Milngavie		
Milngavie Town Centre	Cycling prohibited	Remove prohibition (if formal). Remove associated signage.
Woodburn Way	No cycle link to Milngavie town centre	Provide linkage, potentially along Main Street.
West highland Way (in the vicinity of Milngavie)	Signage vandalised in places	Repair / replace existing vandalised signs

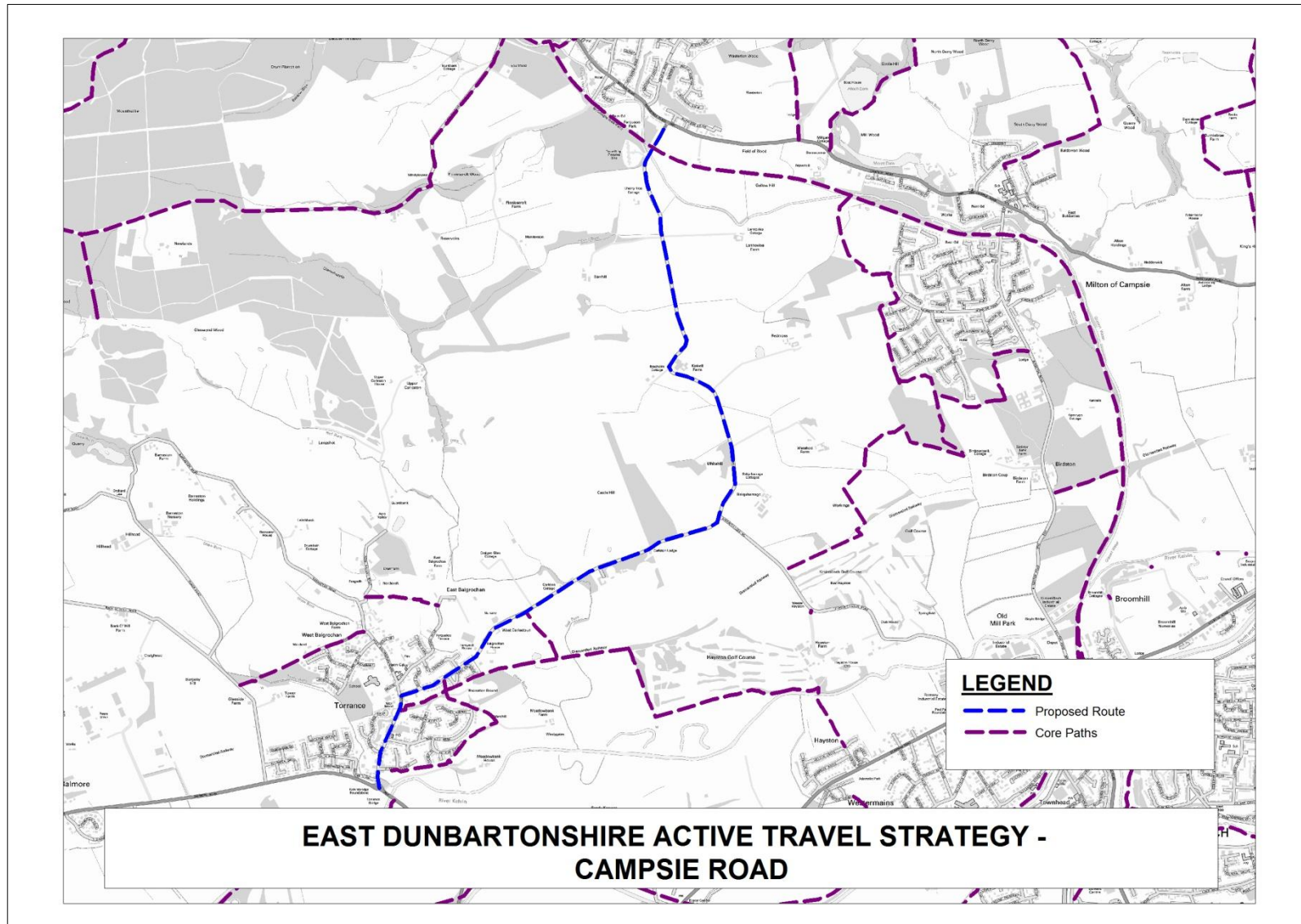
Allander Walkway		
Allander Walkway	No access to sports clubs	Add desire line access to sports facilities at this location.
Allander Walkway – Allander Leisure Centre	Link is difficult to locate	Ensure route is well-signed and obvious
Allander Walkway	Surfacing is poor to the south	Resurface this area to the same standard as the Kirkintilloch – Bishopbriggs Forth & Clyde Canal route
Allander Walkway – B8049 Bocclair Road	No crossing facility to shopping outlet.	Provide adequate crossing for pedestrians/cyclists.
Bearsden		
Mosshead Paths	Poor quality surface in places	Resurface where appropriate to ensure high-quality
Mosshead Primary School	No desire line access from Mosshead Core Paths	Ensure quality access is available from the Core Paths to the school to encourage active travel using these routes.
Kamarcinn Loch	Lack of signage toward the route	Add signage at key locations to direct tourists/leisure users to the area.
Bear's Cross	Clutter makes footway difficult to negotiate in places	Declutter. Remove unnecessary bins, duplicate street signs, etc.
Bear's Cross	High vehicular demand creates an unpleasant environment for pedestrians and has resulted in an AQMA at this location.	Impliment 'car-free' Sundays: prevent cars from using A809 around Bear's Cross, providing a diversionary route.
A809 – Bear's Cross	Yellow Box markings badly worn	Repaint markings
Bearsden Station – Ledcameroch Road	Wide Angle favours cars and barrier to pedestrian crossing	Build out footway to decrease turning radius and slow turning traffic.
Bearsden Station	Damaged lamppost leaning across footway	Repair / replace lamppost as necessary.
Jubilee Path	Overgrown with an uneven surface	Improve surfacing and maintain hedgerows
Hillfoot Station	No sheltered cycle parking	Provide sheltered cycle facilities

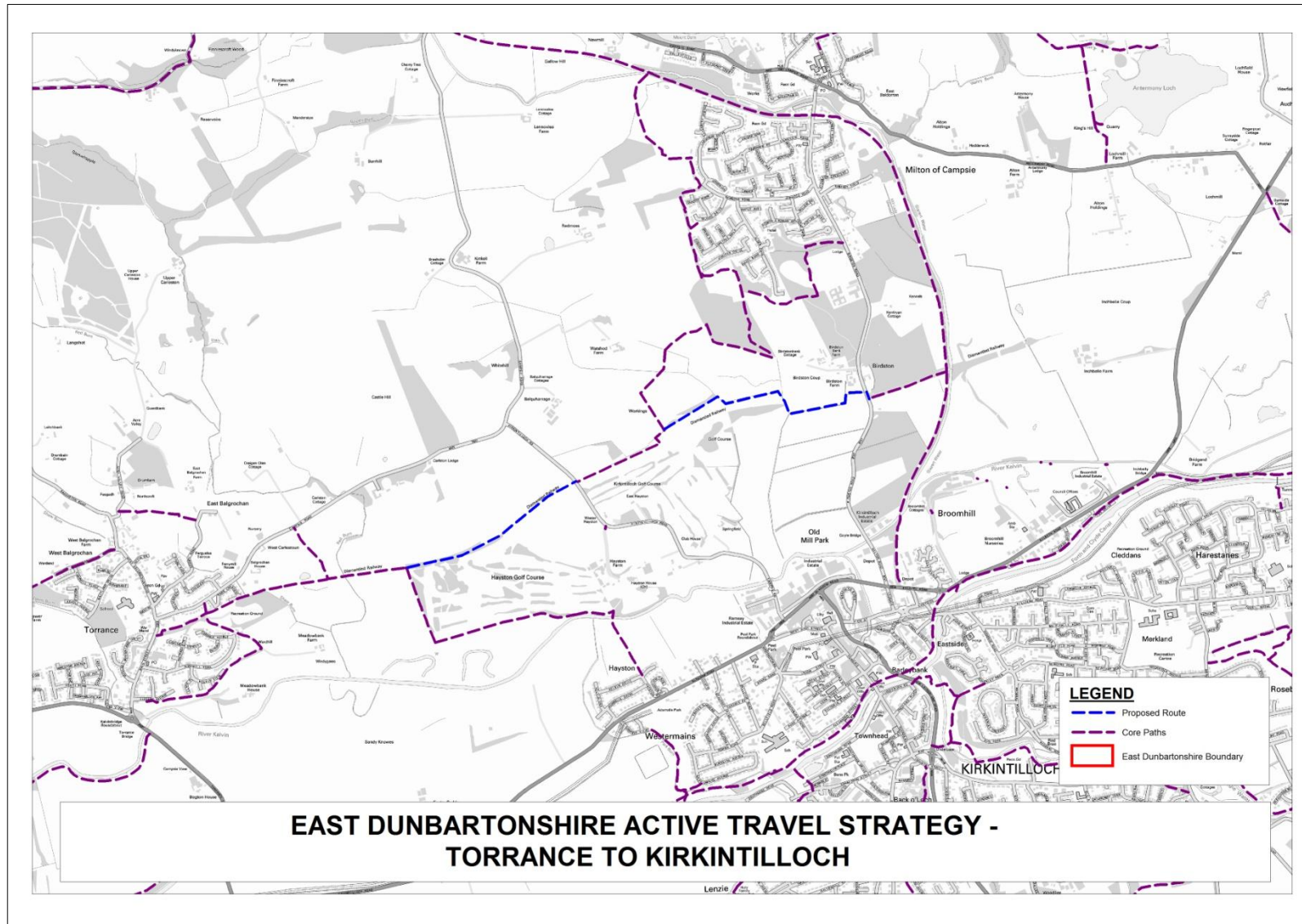
Strathkelvin Railway Path (Lennoxton / Milton of Campsie)		
Strathkelvin Railway Path, opp. Highland Spring works.	No direct access to the facilities from the Core Path.	Provide surfacing along the informal route observed over the grass.
Strathkelvin Railway Path, opp. Calico Way housing estate.	No direct access from housing to the Core Paths	Where housing backs onto the route, remove wire fencing to allow direct access to the path.

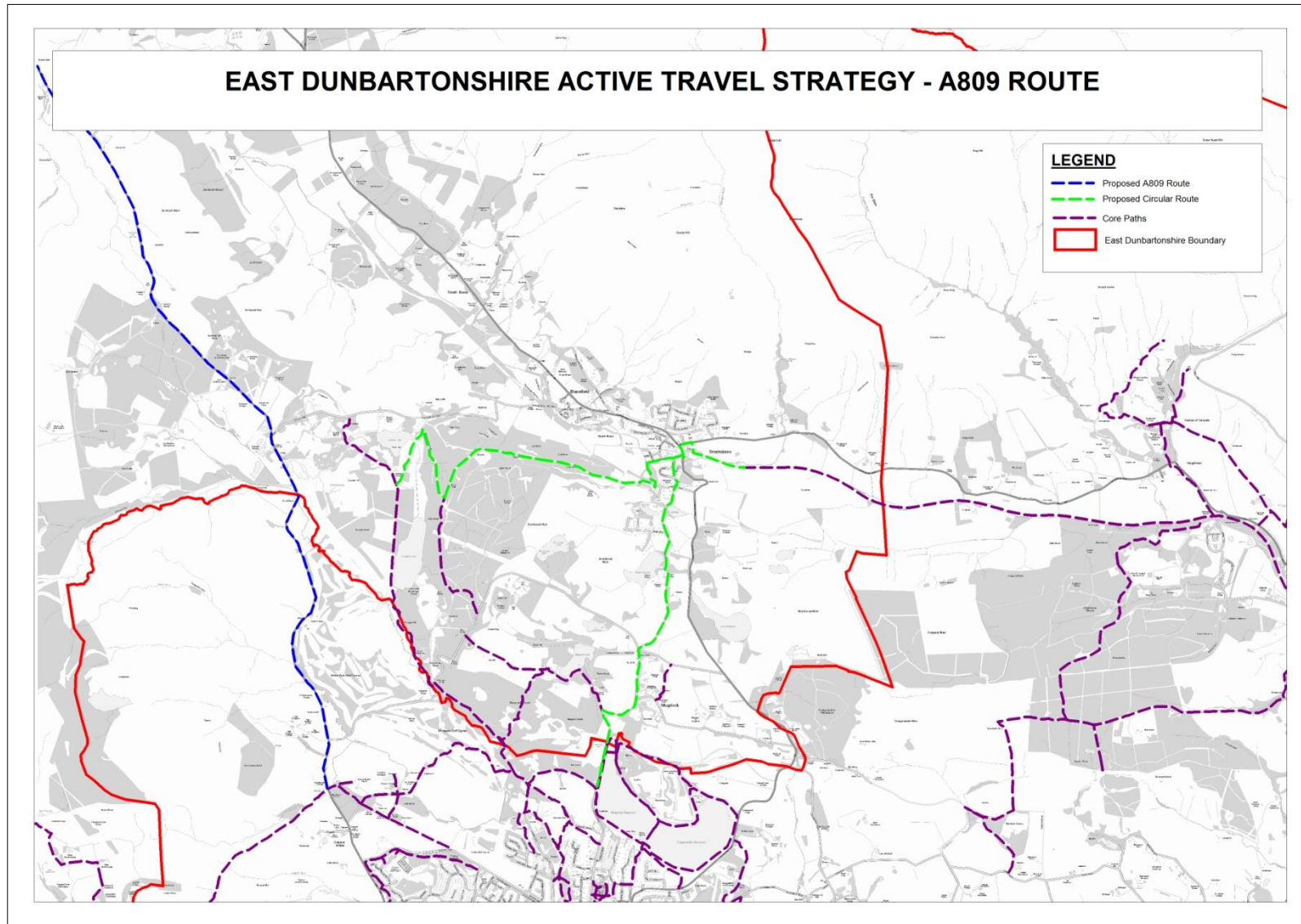
6.5 Spatial Strategy

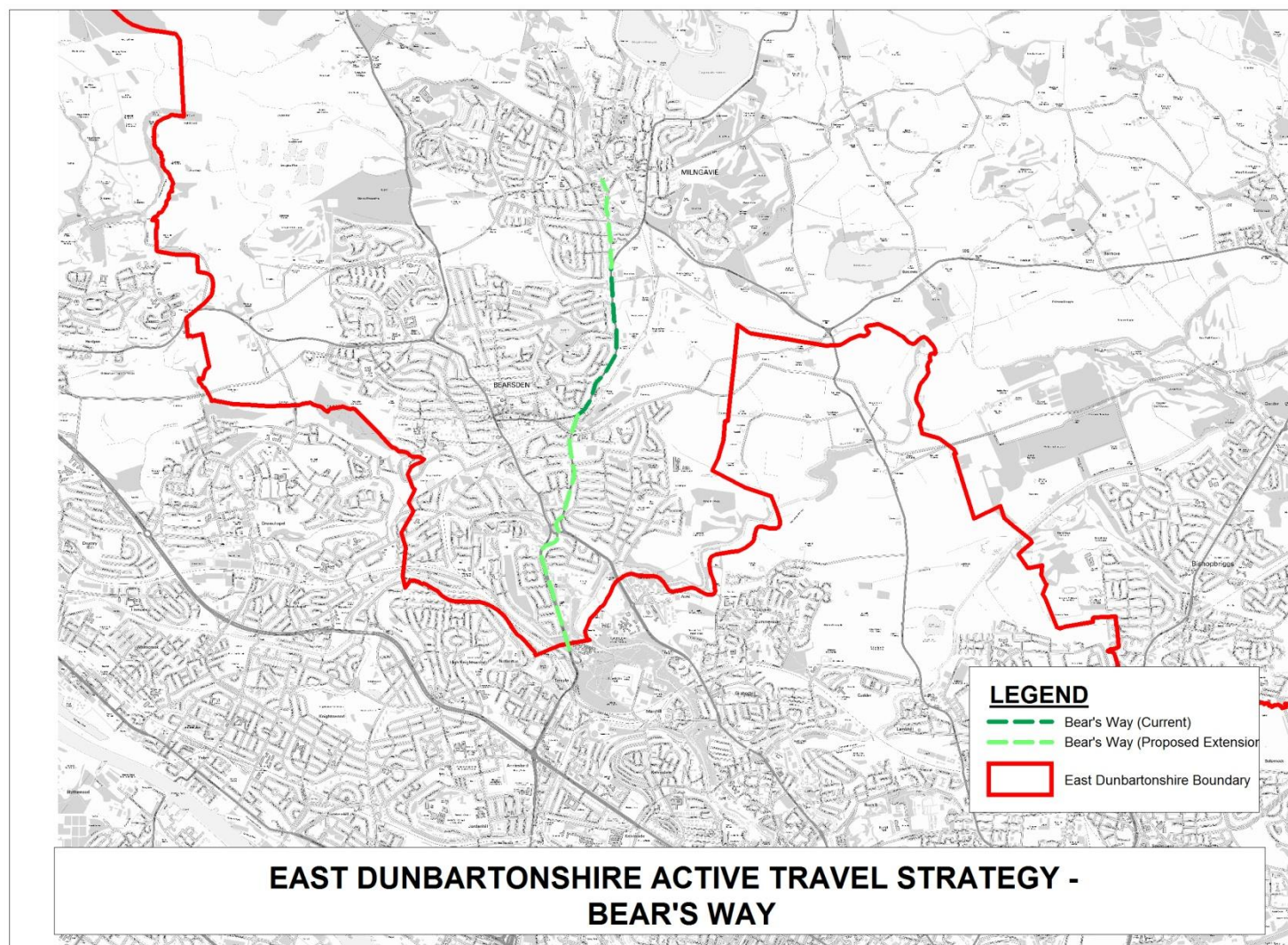
This section presents the options identified in *6.3 Walking and Cycling Infrastructure Works - Addressing the Gaps* as a Spatial Strategy, illustrating the proposed and existing routes, and highlighting where these routes present opportunity for increased connectivity. Routes are presented individually and together where certain routes are complementary to one another.

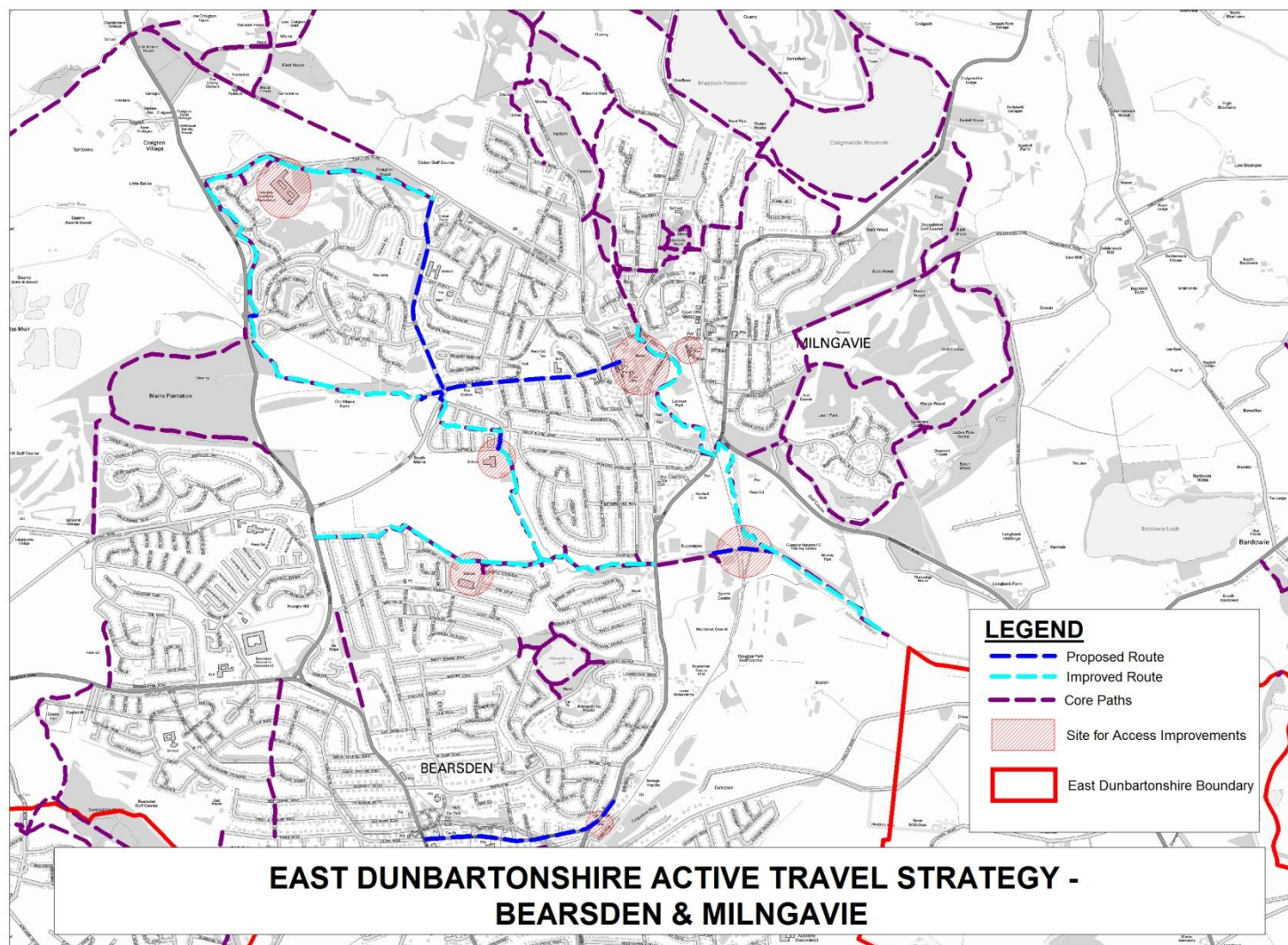


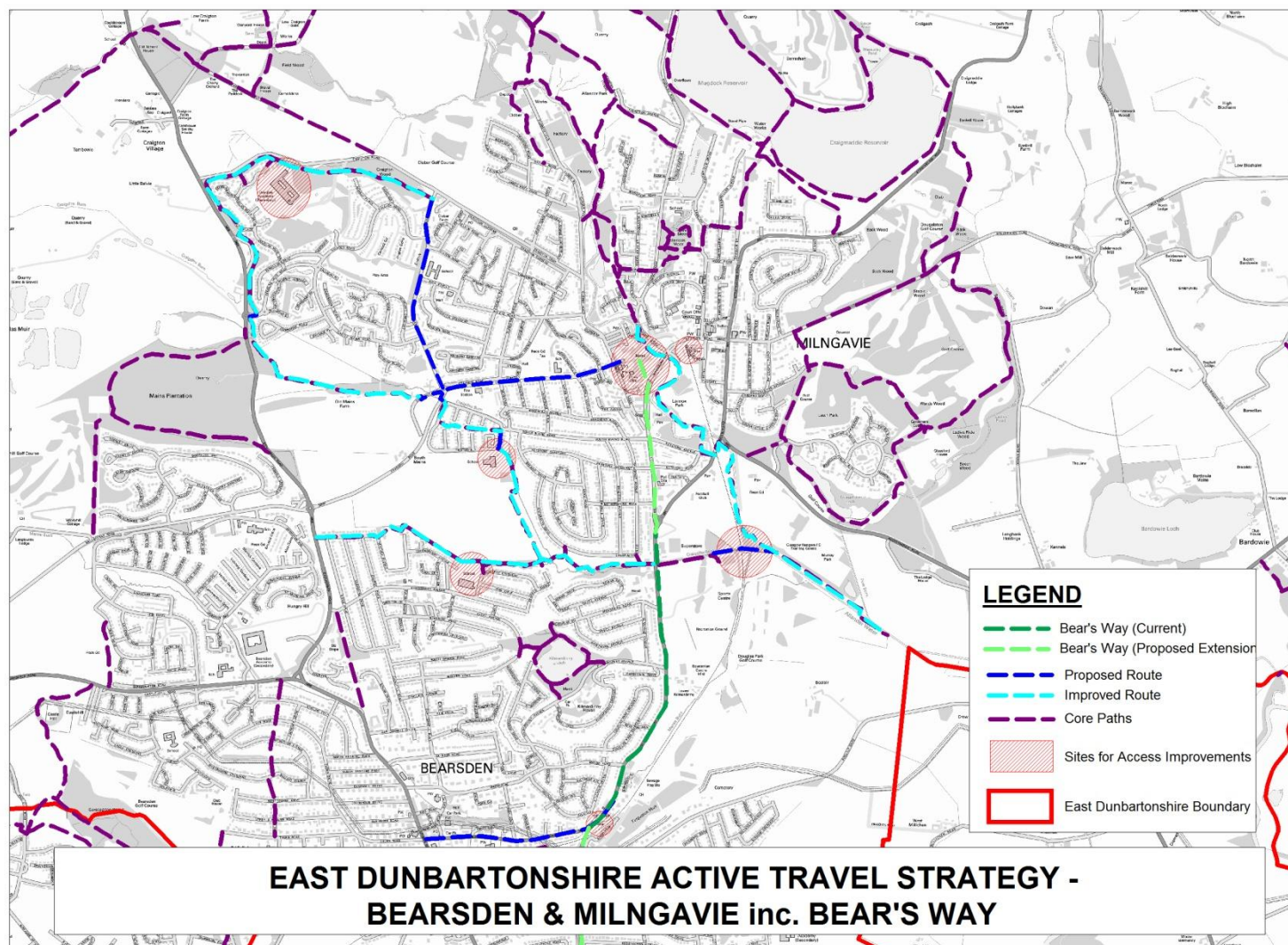


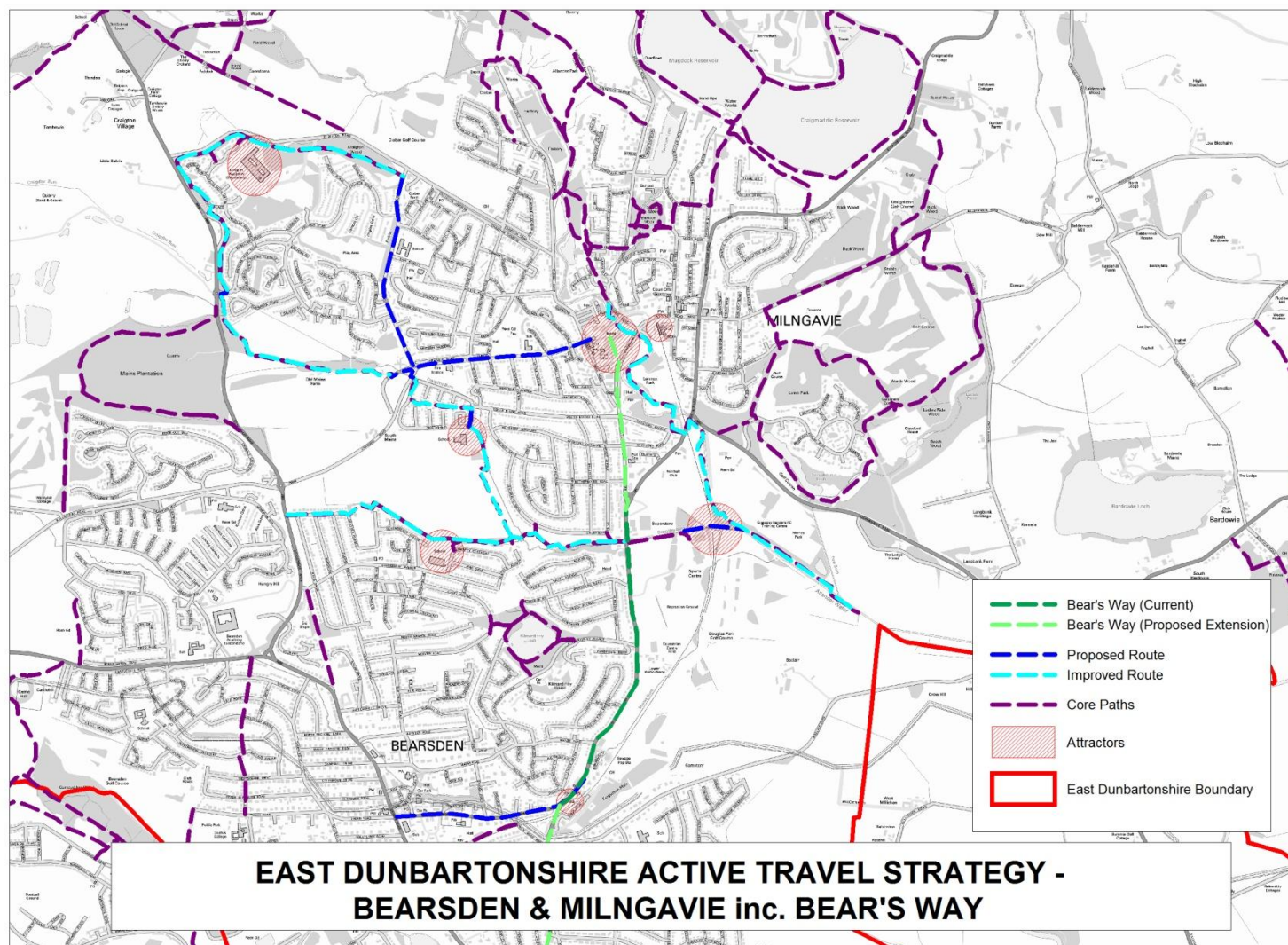


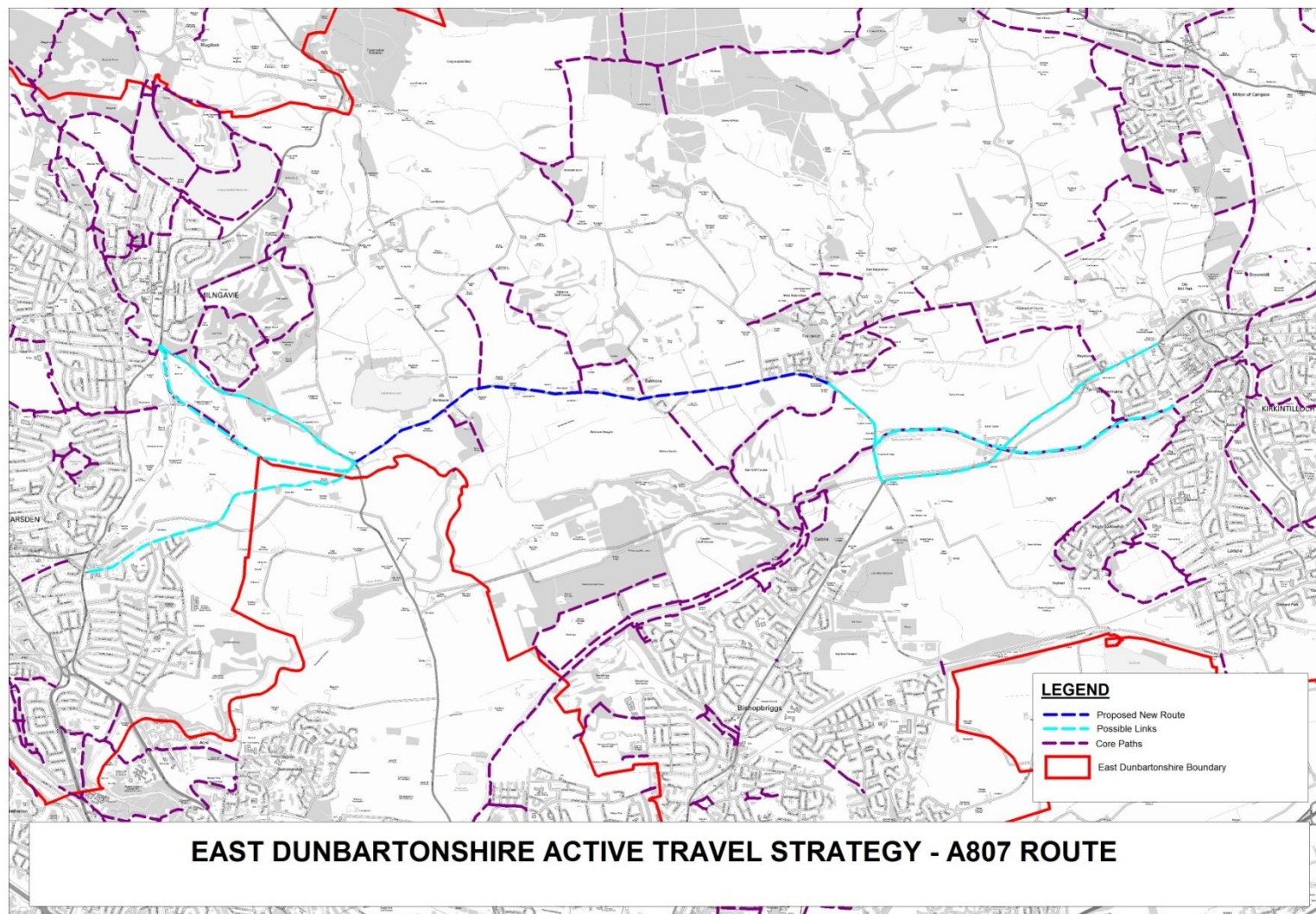


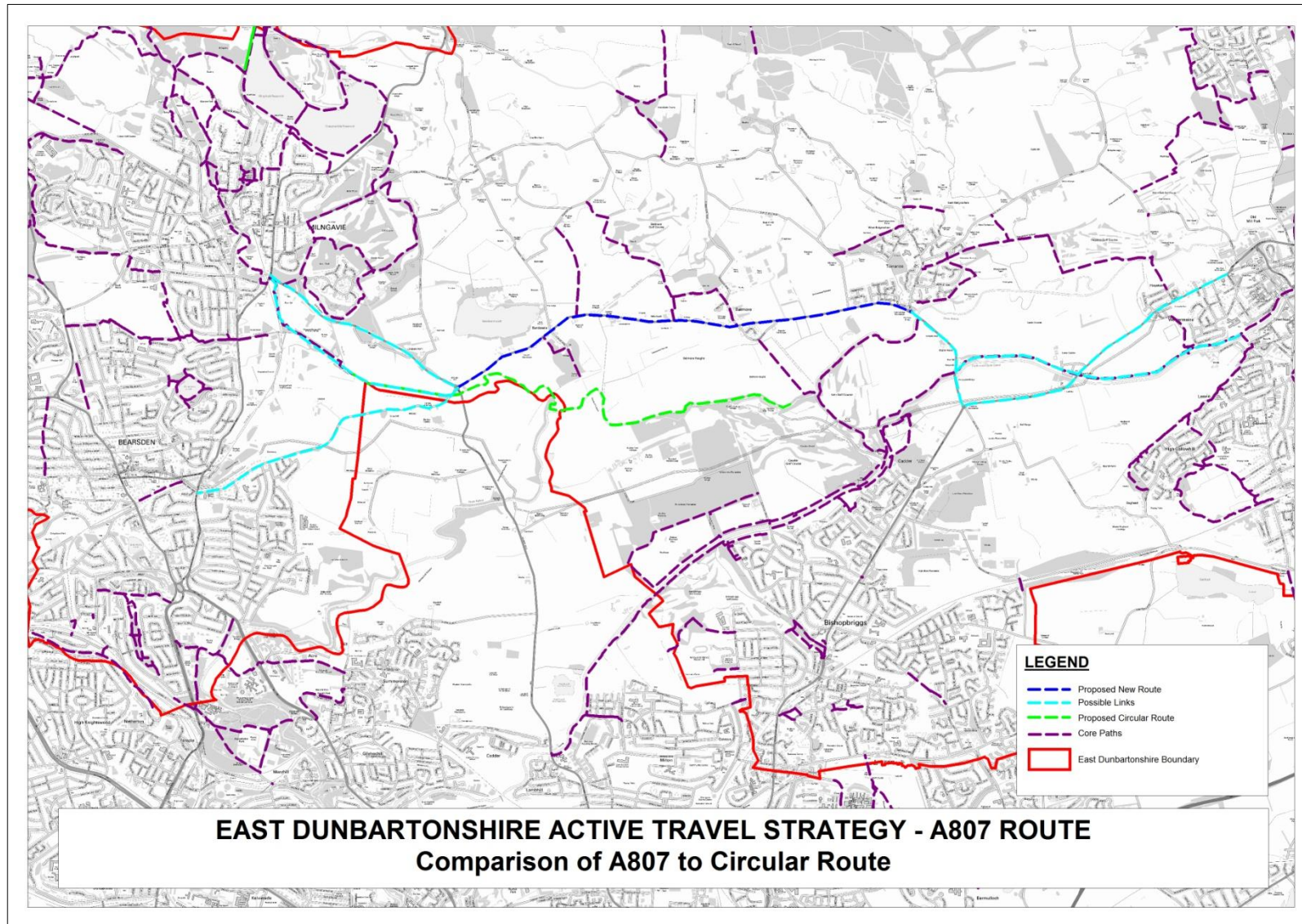


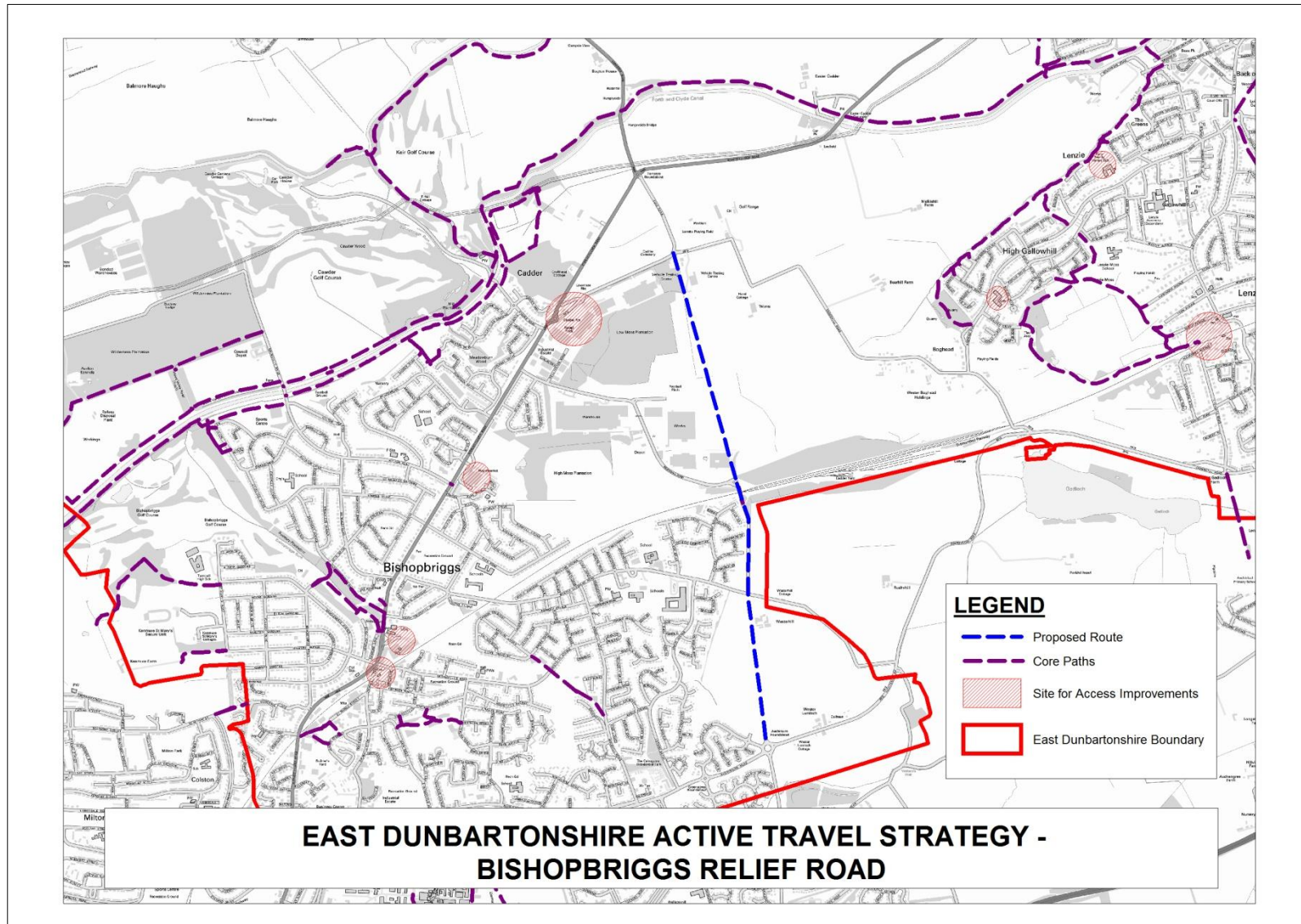


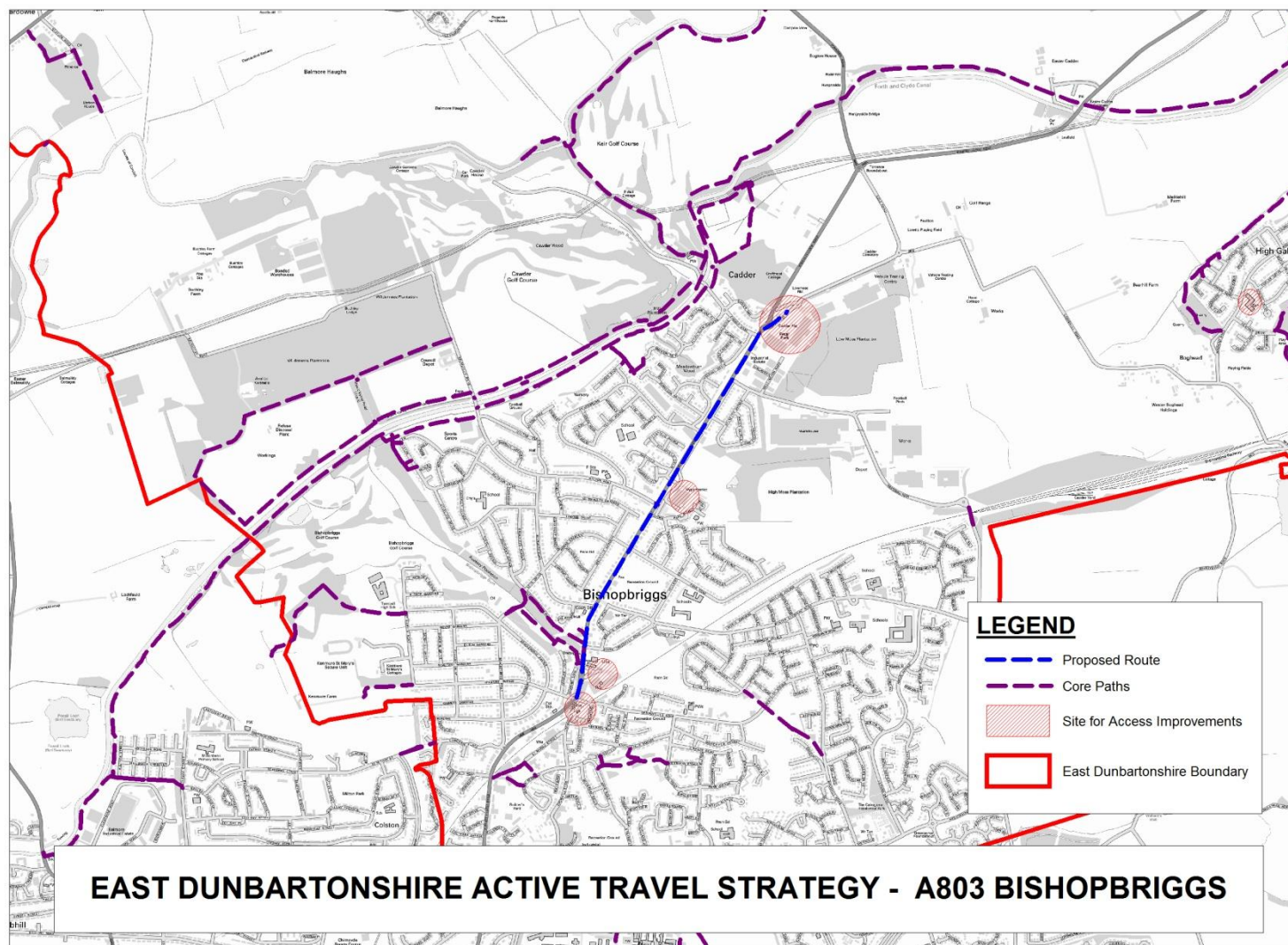


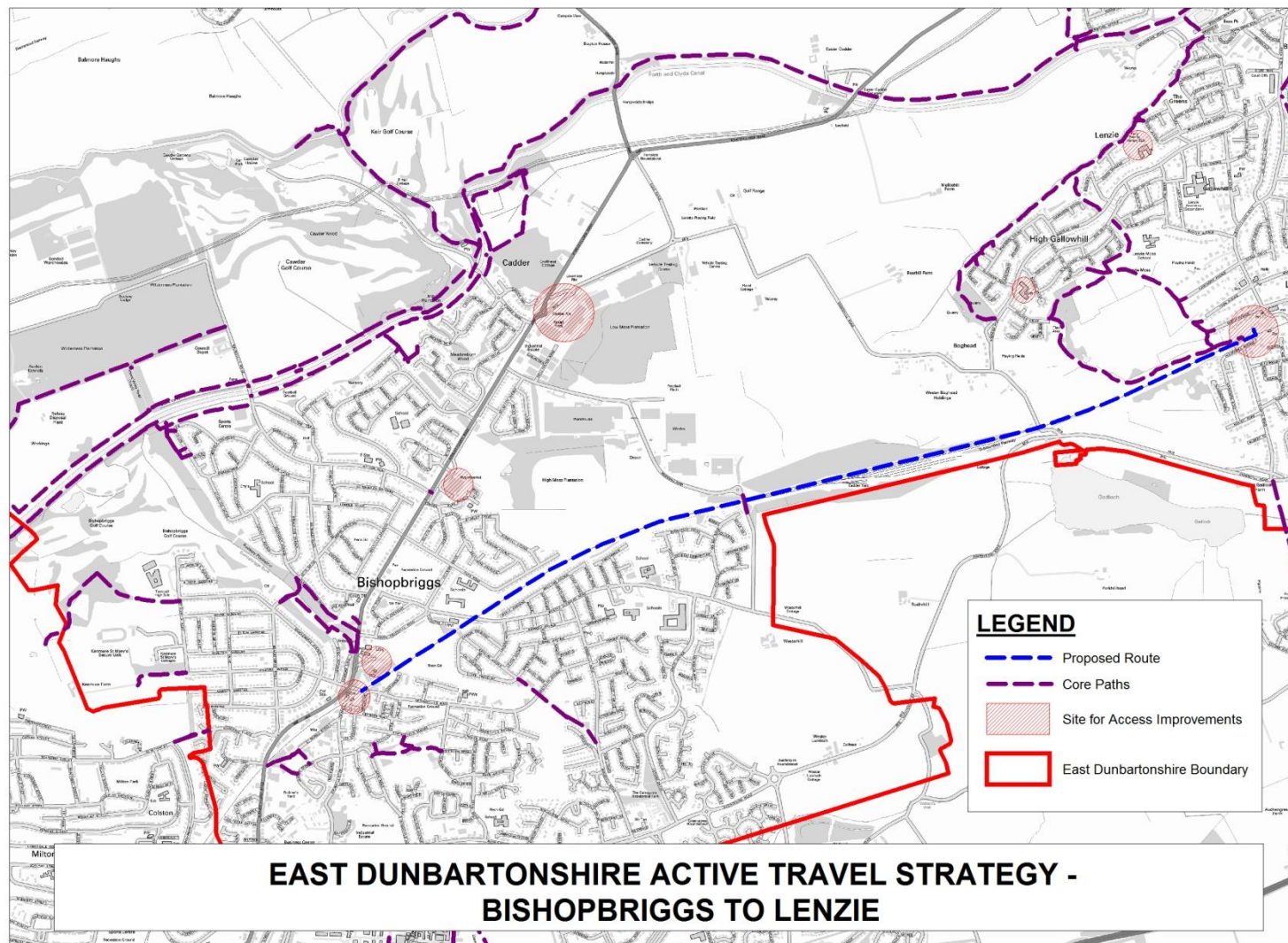


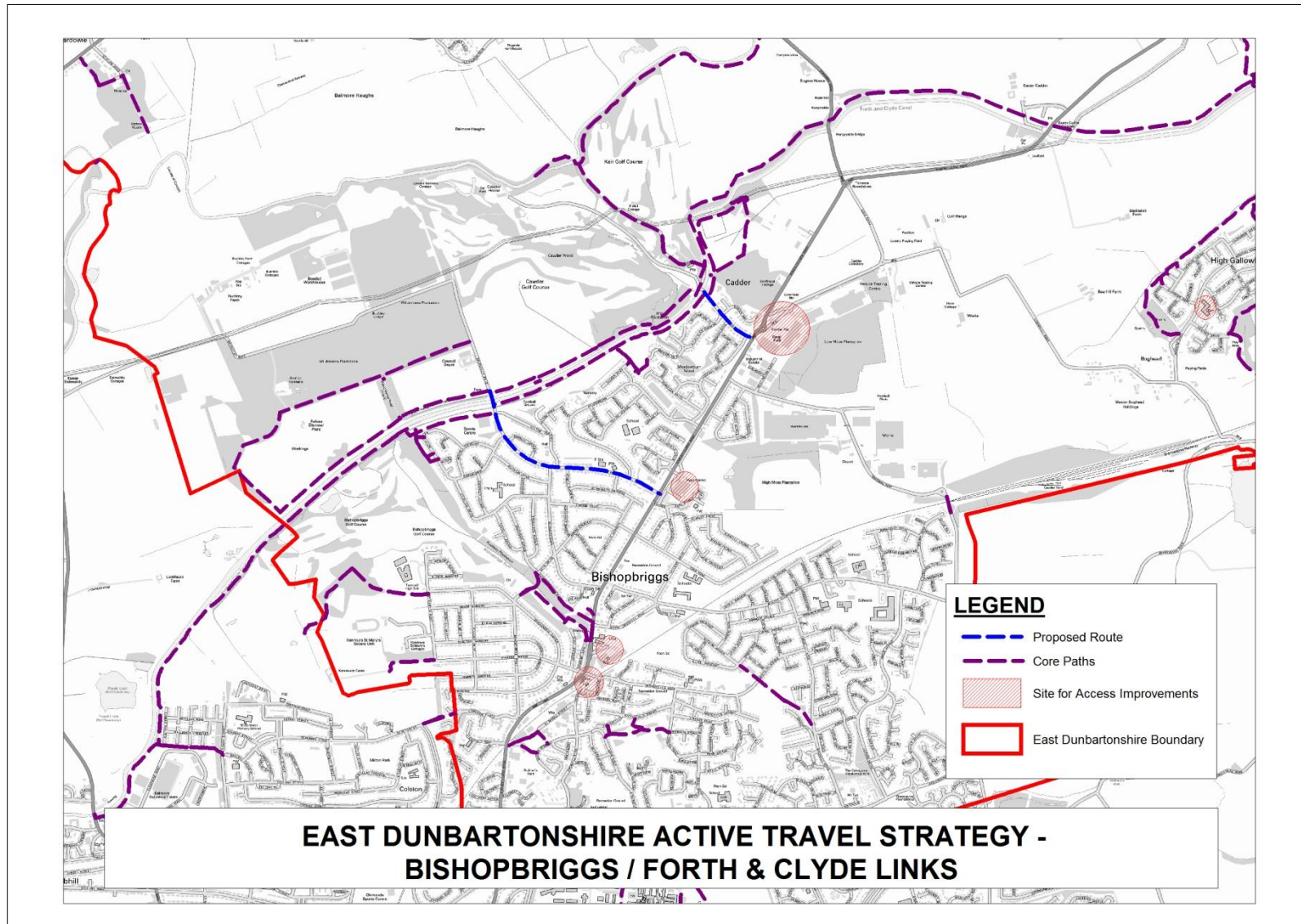


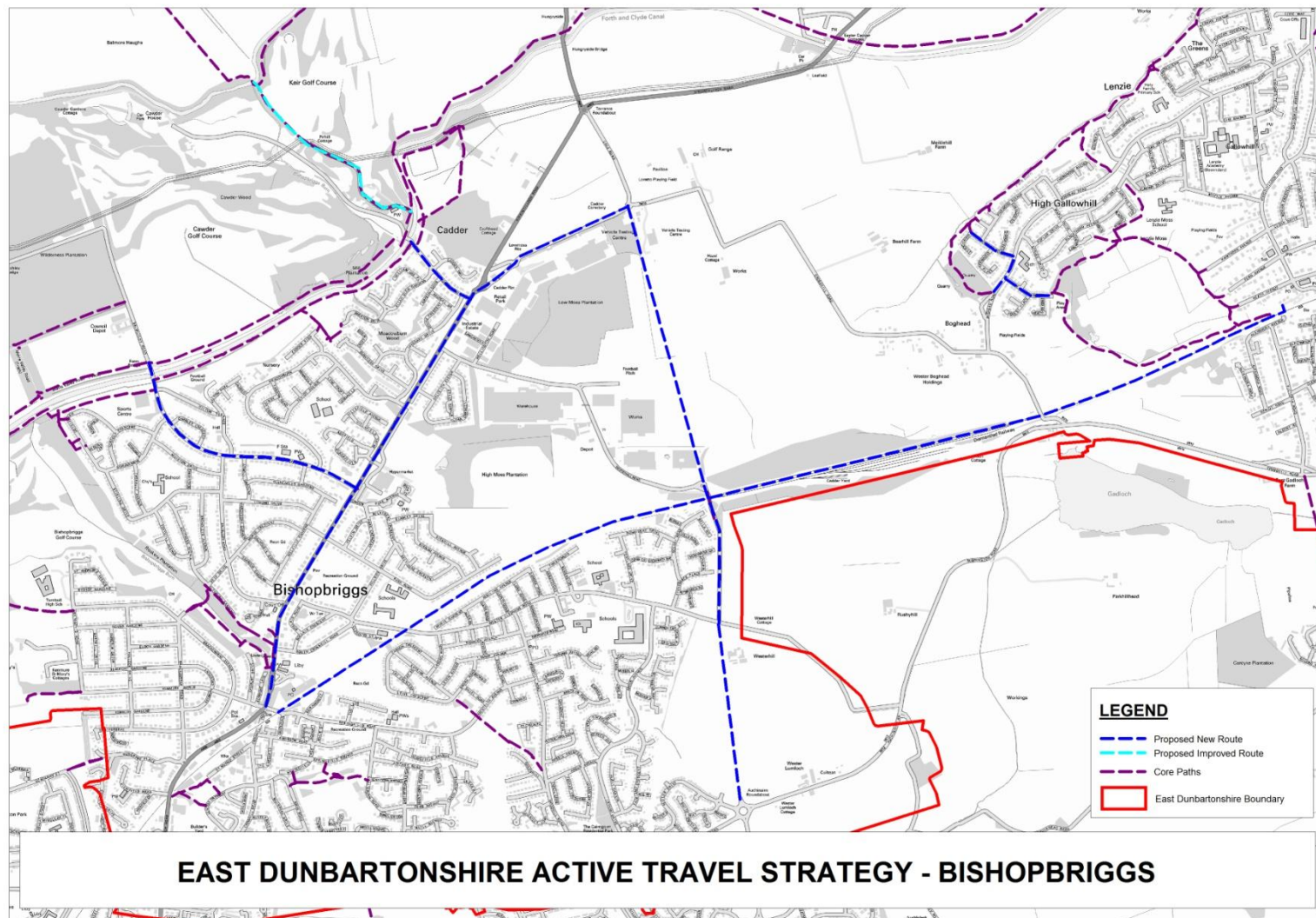


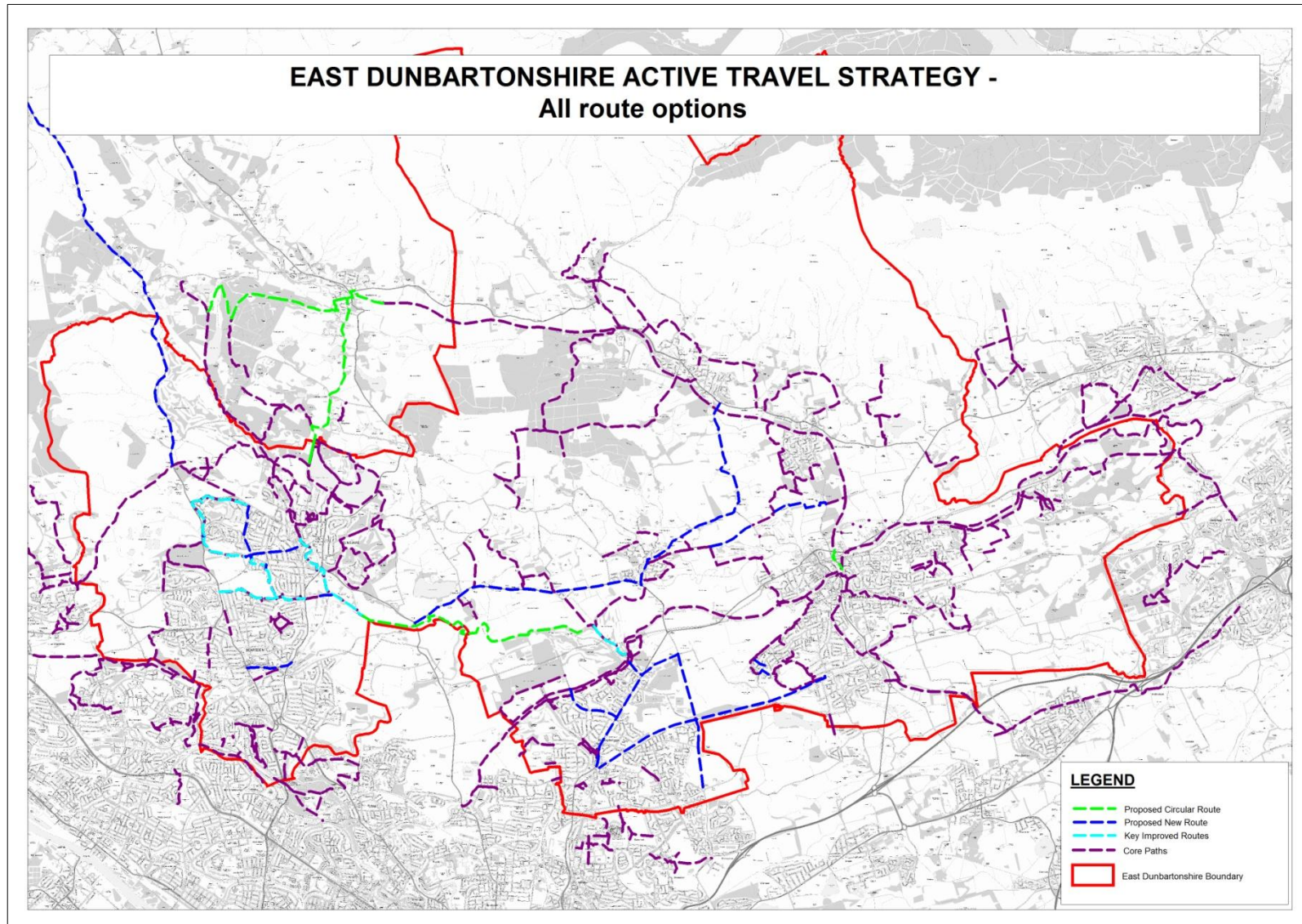












6.6 Behaviour Change Plan

To complement any physical measures implemented to increase active travel, there is a need for a programme of softer measures including marketing and promotion. This Behavioural Change Plan 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 to entice behavioural change.

The reasons why people make the travel choices they do is complex and will depend on a number of independent factors. To help propose solutions, this Behavioural Change Plan is reflective of the feedback received from the stakeholder workshops, Active Travel Survey and issues raised from the Action Plan and Spatial Strategy. Knowledge regarding current behaviour patterns, attitudes, potential barriers and what has worked well in the past has been collated.

6.6.1 Aims

The aims of the Behavioural Change Plan are:

- To outline the motivators for behavioural change and proposed actions to encourage increased Active Travel;
- To support the people of East Dunbartonshire to be able to choose cycling and walking by providing interventions and information; and
- To raise awareness, encourage and sustain cycling and walking so that they become the mode of choice for short trips.

6.6.2 Objectives

The objectives of the Behavioural Change Plan are to:

- Provide more opportunities for people to use Active Travel;

- Help people understand their active travel options and make informed choices;
- Make it easier for people to find their way around by active travel;
- Support schools and businesses to manage their own travel better and improve active travel opportunities for students, staff, customers, residents and visitors within East Dunbartonshire; and
- Enable all people to choose walking and cycling as a mode of transport by giving them the skills and confidence to participate.

Based on the findings from the stakeholder workshops, survey and input from the Action Plan and Spatial Strategy, this section outlines the considerations identified to address the different types of barriers.

One of the key hurdles to overcome when addressing barriers to behavioural change is whether the target audience/population understands and accepts the rationale for change. It is essential therefore that people and organisations within East Dunbartonshire are aware of why the behavioural change is advantageous to them and feel that all related policies are supportive of each other. It is important to understand which benefits people value the most.

Additionally, it will be beneficial for people to see that the Local Authority, other key agencies and highlighted people and organisations are leading by example by making changes that enable active travel behavioural change.

6.6.3 *Attitudes*

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 already undertaken and to develop this across East Dunbartonshire.

6.6.4 *Marketing, Promotions and Awareness*

Evidence from the stakeholder workshops suggested that raising awareness of new and existing active travel routes should be reserved to East Dunbartonshire Council. Moreover there are opportunities and advantages to using 'extended sales teams' to assist in this role. Information and initiatives delivered by specific organisations and people may have more credibility and have direct contact with identified target audiences. For example, there is a general appetite to further engage schools and major employers. Opportunity has been identified specifically at schools to engage both students and families to be 'ambassadors' to promote active travel in East Dunbartonshire. It was deemed important that education and ownership acted as the catalyst to changing behaviours, through the development of walking and cycling strategies for each school and major employer's within East Dunbartonshire. It is also envisaged that schools and major businesses will take ownership of certain active travel routes to be used for education and recreation, which in essence will reduce the burden on resources on East Dunbartonshire Council.

Hosting all active travel information on a bespoke website with a recognisable brand would ensure it would have direct exposure to the intended target audiences and meet all their exposed needs and requirements, from interactive mapping to planning an active travel journey or to raising awareness of upcoming active travel events and promotions across East Dunbartonshire.

6.6.5 *Physical Barriers*

Physical factors/barriers are potentially expensive to address and can take a significant amount of time. The Action Plan and Spatial Strategy outlines the larger scale projects identified within East Dunbartonshire. however, small scale targeted investment has the potential to deliver big impacts; for example the provision of improved secure cycle storage facilities at rail stations, schools and major organisations can help encourage cycling.

Physical factors/barriers are also as much about what people perceive as what they experience; for example, there are numerous perceptions outlined from the stakeholder workshops, and these perceptions could be based on a lack of knowledge and awareness of existing infrastructure. The Behavioural Change Plan has an overall strategy to increase knowledge and awareness of existing infrastructure and planned improvements to help overcome perceived structural barriers.

6.6.6 *Social and Cultural Norms*

Assisting people and organisations to make connections with those who are seeking to make the same changes in behaviour is a powerful catalyst. The Behavioural Change Plan will use influential people and organisations to help deliver messages about the rationale to change active travel behaviour, for example through active travel ambassadors particularly within schools and major employers. The Behavioural Change Plan is also aware that such campaigns and promotions could also entice counter campaigns who will campaign against certain measures.

Habit and cultural behaviour change is likely to involve on-going interventions requiring a combination of targeted information and other incentives. The Behavioural Change Plan has also identified those people who are at key transition points, for example, new housing developments, and new school developments that are yet to form new habits regarding their travel behaviour. The Behavioural Change Plan will aim to present knowledge and understanding of alternatives in order to change habits and to form new ones.

6.6.7 *Target Audiences and Stakeholders*

The target audiences identified from the Stakeholder Workshops were:

- Leisure Groups;
- Commuters;
- Residents;
- Pupils: and
- Elderly.

The Stakeholders identified within Section 4 *Partners and Consultations* will support and influence the behaviour of the target audiences, reducing the risk of people and organisations backsliding and reverting to their previous travel behaviour.

6.6.8 *Behavioural Change Action Plan*

The Behavioural Change Action Plan is presented in Table 6-2 overleaf. The plan sets out coordinated measures that will be delivered to facilitate active travel across East Dunbartonshire. This Behavioural Change Action Plan will support the East Dunbartonshire Local Transport Strategy 2013-2017 and support the East Dunbartonshire Active Travel Strategy.

Table 6-2- Behaviour Change Action Plan

Action	Lead	Stakeholders
Schools		
All Primary and Secondary Schools to have an Active Travel Plan? Strategy with targets to increase levels of walking and Cycling to school.	School Travel Plan Coordinator and, East Dunbartonshire Council	Head Teachers
Consult with Primary Schools, Secondary Schools and School Councils on the Development of an East Dunbartonshire Active Travel Strategy, so schools understand their roles and responsibilities to help contribute to the successful delivery.	East Dunbartonshire Council	
Encourage all Primary and Secondary Schools in East Dunbartonshire to make available resource for a School Travel Plan or Active Travel Co-ordinator.	Head Teachers	East Dunbartonshire Council
Continuation and expansion of Primary Schools within East Dunbartonshire that are delivering Bikeability Scotland Level 2 Cycle Training, with a target to achieve 100% Bikeability training within schools. NB: In 2013-14, East Dunbartonshire had 24.3% of Primary Schools delivering Level 2 Bikeability training.	East Dunbartonshire Council	Cycling Scotland
Encourage Primary and Secondary Schools in East Dunbartonshire to achieve the 'Cycle Friendly School Award', a national recognised award scheme to celebrate and champion best practice in school cycling.	East Dunbartonshire Council and Cycling Scotland	School Active Travel Ambassadors
Encourage Primary and Secondary Schools to have dedicated Active Travel Ambassador(s) to promote Active Travel in East Dunbartonshire. Ambassadors can be students, staff or parents.	Head Teachers	Local Authority and Cycling Scotland
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. http://www.sustrans.org.uk/sites/default/files/file_content_type/increasing_activetravel_schoolguide.pdf	Sustrans and East Dunbartonshire Council	Headteacher, Governors, Parents, PTA and Cycling Scotland.
Encourage all Schools within East Dunbartonshire to either continue developing or to develop a School Travel Plan with targets for increasing cycling and walking and to invest in adequate cycle parking.	East Dunbartonshire Council and Sustrans	Cycling Scotland

Encourage Schools to participate in National Events such as Walk to School Week and to use the event as an opportunity to promote local path networks within the vicinity of the school.	East Dunbartonshire Council, Sustrans	Head Teachers
Workplaces		
Consult with major businesses within East Dunbartonshire on the Development of an East Dunbartonshire Active Travel Strategy, ensuring they understand their roles and responsibilities to help contribute to the successful delivery of the strategy.	East Dunbartonshire Council	
Encourage major employers in East Dunbartonshire to make available resource for a Workplace Travel Plan or Active Travel Co-ordinator.	East Dunbartonshire Council	
Encourage businesses to develop an Active Travel Plan to increase levels of cycling and walking.	East Dunbartonshire Council	Sustrans, Cycling Scotland
Encourage businesses within East Dunbartonshire to either continue developing or to develop a Workplace Travel Plan with targets for increasing cycling and walking and to invest in adequate cycle parking and shower and locker facilities. Use East Dunbartonshire Council Travel Plan as an example of best practice.	East Dunbartonshire Council	
Encourage businesses to achieve the Cycle Friendly Employer Status.	Cycling Scotland	Scottish Centre for Healthy Working Lives, East Dunbartonshire Council, Sustrans
Encourage businesses to have dedicated Active Travel Ambassador(s) and/or a Workplace Cycling Instructor to deliver essential cycling skills to fellow colleagues.	Cycling Scotland	Scottish Centre for Healthy Working lives, East Dunbartonshire Council, Sustrans,
Promote both Adult and Commuter Cycle training to businesses to enable employees to improve on road practical skills.	Cycling Scotland and Workplace Travel Plan and/or Active Travel Ambassadors	East Dunbartonshire Council
Promote dedicated workplace challenges to local businesses including the Annual Cycling Scotland Workplace Challenge and https://cyclingscotland.pleasecycle.com .	Cycling Scotland and Workplace Travel Plan and/or Active Travel Ambassadors	East Dunbartonshire Council
Encourage those businesses that are 'Cycle Friendly Employer Awarded' to put forward employees to go on a cycle ride leader course, allowing them on completion to offer short and fun lunchtime bikes rides and after work bike rides.	Cycling Scotland and Workplace Travel Plan and/or Active Travel Ambassadors	East Dunbartonshire Council

Marketing, Promotions and Awareness		
Create a dedicated one stop shop Active Travel website to actively promote Active Travel routes and facilities in East Dunbartonshire with the facility of interactive mapping. The website will act as the one stop shop for all Active Travel information.	East Dunbartonshire Council	Cycling Scotland Paths for All Sustrans
Build upon the 'Healthy Habits' programme originally launched in Kirkintilloch and Lenzie. Develop across East Dunbartonshire using the already developed brand name with the aim of encouraging Active Travel to local shops, parks employment and services demonstrating the health, environmental and financial benefits.	East Dunbartonshire Council	
Produce pocket size Active Travel Route guides to promote Active Travel for , Physical Activity, Recreation, Commuting and Health purposes, ensuring the promotion of Active Travel reaches out to as many individuals as possible by targeting specific behavioural change influencers such as cost savings, time savings and health and well being. Building upon the Kirkintilloch and Lenzie 'Healthy Habits' example, different route guides could be created for all towns within East Dunbartonshire, and areas with specific cultural and heritage interest.	East Dunbartonshire Council Sustrans Cycling for Scotland	GP's, Doctors Surgeries, Public Health Leisure Centre Parks Heritage and Cultural Sites Tourist Information Libraries
Develop an annual 'Programme of Events' calendar to include the following: <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. 	East Dunbartonshire Council	GP'S and Doctors Surgeries (prescribe Health Walks as a health intervention)
Encourage Workplaces to take part in the Love to Ride Cycle Challenge	East Dunbartonshire Council	Cycling Scotland Sustrans
Engage communities, businesses and schools to participate in a variety of walking and Cycling Challenges and events.	East Dunbartonshire Council	Cycling Scotland Sustrans Forestry Commission Scotland Visit Scotland Scottish Cycling CTC
Engage groups that are already promoting and encouraging people to be active, for example Ramblers Association and Church Walking Groups ensuring they have a role in helping to deliver the East Dunbartonshire Active Travel Strategy. Promote their events within the	East Dunbartonshire Council Ramblers Association Church Walking Groups	Community Councils

annual calendar of events.		
Produce a coherent signage scheme across East Dunbartonshire to ensure clarity and understanding from different path users.	East Dunbartonshire Council	
Pilot a dedicated walking groups to promote short distance routes to Milngavie and Bearsden rail stations with a view to launching regular walking buddy schemes led by the 'commuters' using the designated rail stations.	Local Residents East Dunbartonshire Council	Ramblers Association Paths for All
Develop Station Travel Plans, particularly at Bearsden rail station as having the highest passenger growth and Milngavie rail station which is the busiest rail station.	East Dunbartonshire Council	Local community rail partnerships; train operating company Scot Rail; Network Rail; local Community Organisations.
Create Active Travel Towns - A town wide approach to encourage walking and cycling by improving infrastructure alongside targeted marketing. Encourage local schools, businesses and community groups to 'befriend'; sections of local Active Travel Routes intended to generate a feeling of ownership, helping to alleviate the demand on East Dunbartonshire Council resources. These activities lend themselves to engage assistance with East Dunbartonshire Voluntary Action Groups and Ramblers Association.	East Dunbartonshire Council Schools Major employers Community Councils	East Dunbartonshire Voluntary Action group Ramblers Association
Hold quarterly Active Travel steering group sessions with East Dunbartonshire Council and Stakeholders to ensure progress. Regular meetings will assist in reassuring that the 'Active Travel Vision' is being developed and progressed.	East Dunbartonshire Council	External Stakeholders

6.6.9 *Quick Wins - Behavioural Change*

Table 6-3 overleaf identifies those improvements that are considered potential 'quick wins'; improvements that could offer great benefit in relation to cost and timescales. Any interventions recommended will require consultations, feasibility and design studies.

Table 6-3 Quick Wins – Behaviour Change

Behaviour Change	
What?	Why?
Establish an Active Travel Steering group within east Dunbartonshire council	To ensure an integrated approach to help prioritise investment and foster a collaborative resourcing of infrastructural and promotional activity.
Hold Quarterly active travel steering group sessions with EDC council and Stakeholders (inc cross-boundary representatives)	Ensure progress is being made and assist in reassuring that the active travel is being developed and progressed
Consult with Primary Schools, Secondary schools and school councils on the development of the ED Active Travel Strategy	Ensure understanding of roles and responsibilities to contribute to the successful delivery
Schools to appoint an Active Travel Coordinator	To have a dedicated active travel ambassador to promote active travel within east Dunbartonshire.
Consult with major businesses on the development of the ED Active Travel Strategy	Ensure understanding of roles and responsibilities to contribute to the successful delivery
Encourage Employers to make available resources to employ an Active Travel Coordinator (can already be an employee)	To have a dedicated active travel ambassador to promote active travel within east Dunbartonshire.

6.7 Monitoring Plan

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

Overall we want to see an increase in cycling and walking and see more people enabled and encouraged to incorporate active travel into their everyday lives, this would in turn mean:

- Improve social and health inequalities and support economic growth;
- Induce modal shift;
- Improve access and affordability through enhanced infrastructure;
- Utilise existing infrastructure where possible;
- Incorporate high-quality, innovative design principles; and
- Enhance and preserve the natural environment, including the reduction of emissions.

The 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 meeting the strategy objectives;
- The actions are achieving the intended outcomes; and
- The assumptions behind the objectives remain relative.

Ensuring the actions are meeting the Active Travel Strategy's objectives and achieving intended outcomes there is a requirement to collaboratively work with those internal and external stakeholders outlined within Section 4 *Partners and Consultations* of this report. This will ensure an integrated approach to developing the 'Active Travel Vision'

Table 6-4 below provides details of the active travel targets and proposed methodology that will be used for monitoring against the Active Travel Strategy objectives.

Table 6-4 - Monitoring Plan

Objective	Indicator	Baseline	Target	Monitoring Data Source
To see a significant increase in those walking and cycling short journeys (2km and 5km respectively)	Travel to Work	2011 Census Data Scottish Household Survey 2013	Increase year on year the percentage of people walking and cycling to work within East Dunbartonshire Increase year on year the number of people using Active Travel for short trips.	Annual Travel to Work Surveys with identified businesses Workplace Travel Plan monitoring reports Scottish Household Survey Cycling Cordon count data
	Travel to School	2011 Census Data 2013 Hands Up Scotland Survey and Sustrans Importance of School Travel	Increase year on year the percentage of children walking and cycling to school	Sustrans Hands Up Survey
	Travel Patterns	2011 Census Data	Develop a database of local trips and mode share for those trips associated with leisure	Travel Diaries with the Local Populations Residential Travel Surveys
To see reduction in vehicle trips, with a corresponding reduction in emission levels	Emissions	Number of AQMA in East Dunbartonshire	Ensure no new AQMA sites are declared	Scottish Government Air Quality Data
To see a comprehensive, connected network of high-quality routes with active transport hubs 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 Plan 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	Develop a Database and monitor walking and cycling on key routes Number of projects delivered Number of cycle stands installed and used Passenger Survey Data at Milngavie and Bearsden rail stations

A cultural and behavioural shift towards active travel modes, and furthermore toward sustainable transport (incorporating rail and bus travel).				Number of children trained in Bikeability Levels 1-3
	Travel to Work Travel to School Travel Patterns Station Travel Plans Scottish Household Survey 2013 Census Data 2011	Rail Patronage figures 2012/2013 Current provision of parking spaces at Park & Ride sites at railway stations in East Dunbartonshire: Bearsden 92 Hillfoot 16 Lenzie 149 Milngavie 134 Westerton 110	To develop a Active Travel route guide to promote Active Travel for physical activity, recreation, commuting and health purposes Increase year on year the percentage of people walking and cycling to work within East Dunbartonshire Increase year on year the number of people using Active Travel for short trips. Increase year on year the percentage of children walking and cycling to school	Number of Adults trained in Bikeability Levels 1-3 Annual Travel to Work Surveys with identified businesses Workplace Travel Plan monitoring reports Sustrans Hands Up Survey Scottish Household Survey Cycling Cordon count data Rail station patronage figures Cycling cordon count data on key routes Number of car parking spaces used at East Dunbartonshire Rail Stations Passenger survey Data at Milngavie and Bearsden Rail Stations Participation levels at Events

6.7.1 *Evaluation*

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 the opportunity to examine and assess progress against the objectives and targets. It should be noted that the Active Travel Strategy is a 'living' document and will be reviewed and revised annually.

Appendix A

Audit Trail

<u>Workshop</u>	<u>Date of Comment</u>	<u>Name</u>	<u>Organisation</u>	<u>Comment</u>	<u>Capita Response</u>	<u>Document Change</u>
External	2nd July 2015	Mrs R Hooper	MERA	External Comments Log\Rona MERA 2nd July.docx	<p>Thanked Mrs Hooper for her comment and endeavoured to capture her comments within revised reports. Four Capita reps did visit Milngavie and Bearsden and the audits were conducted on bicycle as it was quicker to get around. Please note that there were four other tables at the workshop; and such comments made on the other tables may not correspond with discussions on your table.</p> <p>We share reports after the events to ensure that any comments on the day (and indeed after) are captured. We find this a reliable way of ensuring stakeholder comments are captured. Any suggestions on how this could be improved would be appreciated.</p>	
Internal	3rd July 2015	Billy Thompson	East Dunbartonshire Council	<p>There are two issues that have been raised since the meeting. Active Travel should be promoted through schools through the school travel plan for travel to school, staff commuting and school servicing. Also through the curriculum for excellence. Geography, environment and health subjects.</p> <p>Second for all places of public sector employment through travel planning and health and awareness.</p>	Noted	Reference made to schools and workplaces within the Behavioural Change Plan in Section 6.3

<u>Workshop</u>	<u>Date of Comment</u>	<u>Name</u>	<u>Organisation</u>	<u>Comment</u>	<u>Capita Response</u>	<u>Document Change</u>
External	7th July 2015	Susan Murray		<p>It was agreed that the current network provision for Active Travel across ED was primarily used for leisure purposes. The group felt the connectivity within settlements and existing open spaces such as parks was good but the connectivity between settlements for example Lenzie/Bishopbriggs and Torrance and Bearsden .</p> <p>Page 15 Opportunities Para 2- This is written as if the shared space scheme in Kirkintilloch is in place and has been an unqualified success. This does not reflect the true situation. At present pavements are planned to be widened but this has not started. This is misleading. However I do support the principle of share with care and shared spaces.</p>	Noted.	Page 15 Opportunities within the External Stakeholder Workshop has been revised to reflect the comments.
External	8th July 2015	Mike Bately	Central Scotland Green Network Trust	External Comments Log\Mike Bately 8th July.htm	<p>Noted. Cross boundary issues are well covered within the Active Travel Strategy, Section 6.3.6. Cross Boundary discussion will form part of the Active Travel Steering Group highlighted within the Behavioural Change Plan, were representatives from the following authorities will be invited to form part of the steering group</p> <ul style="list-style-type: none"> - North Lanarkshire - Stirling - Glasgow City - West Dunbartonshire 	Cross Boundary Issues are well captured within the East Dunbartonshire Active Travel Strategy and within the Establishing Active Travel Groups option

<u>Workshop</u>	<u>Date of Comment</u>	<u>Name</u>	<u>Organisation</u>	<u>Comment</u>	<u>Capita Response</u>	<u>Document Change</u>
External	Jul-15	Callum Christie	Milngavie Community Council	Telephone conversation with Howard Kinneavy regarding the Action Plan Options Summary Report suggesting new proposals to the Allander Way/River Kelvin	Noted and sent Callum Christie the Active Travel Survey to be complete.	
External	8th July 2015	Callum Christie	Milngavie Community Council	External Comments Log\Callum Christie.docx	Noted. Howard Kinneavy response to Callum Christie	
External	13th July 2015	Donald MacDonald	Sustrans Scotland	Provision for cycling at schools in terms of staff i.e. Showers, dedicated parking and lockers may be good at new PPP and secondary schools but the average Primary school will not be so blessed. Otherwise I agree with many of the points made, the low hanging fruit I can see would be the re-designation of footpaths between main towns to shared use.	Noted.	The provision of cycling at schools is covered within the Behavioural Change Plan in Section 6.3
Action Plan	13th July 2015	Mrs R Hooper	MERA	Action Plan Comments Log\MERA.txt	Noted	
Action Plan	17th July 2015	Richard McKinlay	GoBikes	Action Plan Comments Log\Richard McKinlay Go Bikes.doc	Noted. Howard Kinneavy replied on 17th July 2015 to Richard thanking him for his comments.	No document revision required as Richard's comments reaffirmed points already made within the Active Travel Report

Appendix B

Stakeholder Feedback - Internal Workshop Wednesday 3rd June 2015

Workshop Notes of Discussion – Wednesday 3rd June 2015

Internal Stakeholder Workshop

Topic 1 Existing Provision within East Dunbartonshire - Strengths and Weaknesses

STRENGTHS

- It was generally considered that East Dunbartonshire was an attractive area, conducive to cycling and walking.
- The physical network within East Dunbartonshire was generally viewed to be of a good quality when linking with designated nature sites, green spaces and open space.
- The topography of the area in relation to the main population areas of East Dunbartonshire were generally seen to be suitable areas to walk and cycle.
- It was generally perceived that East Dunbartonshire had a wide range of natural and cultural heritage assets, ones that would be attractive to walkers and cyclists. The fact that East Dunbartonshire has an array of natural, cultural and heritage assets provides an opportunity to develop active travel links to the areas of interest.
- In general the group felt that there is a good existing base for active travel with potential for enhancement. This was especially so with respect to the long distance off road network through the Forth and Clyde Canal and Strathkelvin Railway that was seen as pleasant and of a good quality.
- Bishopbriggs and Kirkintilloch were seen to have a reasonable path network with Kirkintilloch in particular having good connectivity to other routes.
- The group suggested that a culture of cycling already existed. The group felt strongly that there were proactive attitudes towards cycling, both amongst the community and groups such as Sustrans, RTP and Cycling Scotland
- The group felt that there was a growing awareness of the benefits of active travel with the influences of organisations such as Sustrans, NHS research and through Government advertisements focusing on health impacts.
- It was felt that Schools have a strong awareness of the local environment and accept that from an early age children need to

understand the benefits of active travel. It was highlighted that ALL schools in East Dunbartonshire engage with Cycle Training.

- In general it was viewed that both schools and workplaces have good facilities for students and employees to engage in active travel, with good facilities provided for them, including shower and lockers and secure cycle shelters.
- The group highlighted that new developments are designed with active travel in mind and as a priority.
- It was seen that from Kirkintilloch to Lenzie there was good signage delivered through the healthy habits signs.

WEAKNESSES

- It was felt that there was a lack of on road cycle facilities especially within Bishopbriggs and Kirkintilloch.
- Some members of the group raised the issue of the surfacing of the canal path between Kirkintilloch and Twechar. The path suddenly changes to a less desirable loose gravel, unattractive to both cyclists and walkers.
- It was also noted that the bridge at Twechar was of a poor quality and lacks any connectivity to other routes and lacks footways in places.
- On road routes were generally viewed to lack any real cycling provision with poor cross boundary routes restricting usability by commuters, specifically focussing on the A809.
- It was generally felt that there was a disproportionate lack of funding to improve active travel infrastructure in comparison to other modes such as rail.
- It was suggested that there were missing links from residential areas therefore limiting the opportunity for residential communities to access the local surrounding, amenities, employment and education via active travel.
- The fact that some areas of the network are regarded as 'poor quality' raises the concern that they are unsafe for active travel use.

Topic 2 – Physical Network of East Dunbartonshire – Opportunities and Threats

OPPORTUNITIES

- The groups collectively identified the opportunity to connect between neighbourhoods and services, with the opportunity to focus on deprived areas of East Dunbartonshire ensuring access for all.
- The group highlighted that there were wider mountain bike trails that could be utilised as connecting routes for example to Lennox Forest.
- The group highlighted the need to 'Plug the Gap's' of the existing network to create a complete network. The group proceeded to highlight 5 particular areas for improvement.
 1. Improving the active travel link between Torrance and Kirkintilloch using the old railway line to join the Strathkelvin route;
 2. Improving the active travel route between Bishopbriggs and Lenzie, in particular focusing on the Bishopbriggs Relief Road to build high quality walking and cycling infrastructure in phases 4 and 5;
 3. Improve the link between Kirkintilloch and Bishopbriggs, with the potential to develop roadside walking and cycling opportunities;
 4. The A803 route between Glasgow Bridge, Forth and Clyde Canal and the A803/A807 roundabout;
 5. Making use of any new build for example the Kirkintilloch Link Road and the Bishopbriggs Relief Road to provide cycle space, preferably to be segregated from the traffic.
- The group were confident that many locations were suitable for upgrading but expressed concern that there were difficulties ensuring that all modes are accommodated, with opportunity for active travel to get to and from Public Transport interchanges.
- The group were keen to see real investment in producing paths of a higher spec quality therefore reducing the level of ongoing maintenance and longevity.
- It was generally considered that further engagement with schools would provide the opportunity to integrate active travel route planning into schools to deliver safer routes to schools. With planned changes over the next few years to schools travel, it was identified that there was another opportunity to engage new schools and mould the principle of active travel at an early stage with the possibility of reducing car parking on site. It was also seen to be advantageous to introduce TRO's at new schools to increase the opportunity to walk and cycle.
- The group felt that there was more work to be done to encourage commuters to use active travel to get to and from work. It was generally felt that there would be greater opportunity to change leisure behaviour.

THREATS

- There was a clear view that for many short stretches of cycle path there were questions that were left unanswered such as how do you get there? What paths do I join? And what do you do when the path finishes?

- The group also raised the issue of a poor quality of public transport provision. The group expressed that with poor connecting services the possibility of improving active travel links was an opportunity that would potentially be lost.
- Bears Way was an example used by the group to highlight confusion in connectivity. The group explained that there was a particular issue with how cyclists join from the west and then cross two way traffic.
- It is generally considered easy to drive to towns such as Lenzie, Bearsden and Milngavie. It is feared that there would be difficult to change the habits and behaviour of those who currently drive, with driving considered the easy option.
- Some members of the group expressed the issue of persuading parents to let their children cycle or walk to school as there is a perception it is unsafe to do so.
- There was an overwhelming concern from the group that to accomplish the development of on road cycle improvements and to deliver an Active Travel Strategy, many Stakeholders would need to be consulted. As a result there could be a danger of local opposition and difficulty to get approval from certain stakeholder groups.
- The group also indicated that there would be difficulty in changing the behaviour of those who do not currently participate in Active Travel and that campaigns would only really resonate with those who are already engaged.

Topic 3 – Behavioural Change – Opportunities and Threats

OPPORTUNITIES

- It was felt that there was a general need to improve accessibility to current active travel routes. The group were keen to see the production of interactive maps that would highlight the scale and how far the walking and cycling routes are and to plan your own journey. It was also felt that an Active Travel website to proactively advertise and promote active travel routes and opportunities would be beneficial.
- To re introduce the Walking Festival that had in the past taken place in East Dunbartonshire.
- The group suggested that to positively promote active travel, greater enforcement was required around parking regulations to make car use the less attractive option.
- There was appetite to further engage schools and major employers. The group could see huge opportunity in engaging with children via schools at a young age, from how to ride a bike to communicating what is available on their doorsteps to road safety. It was felt that there was a real need to facilitate change rather than encourage with the opportunity to incorporate active travel into the curriculum.

THREATS

- The group confirmed there was a lack of local information about walking routes in particular and how to access them.
- There was concern that it would be a challenge to make active travel seem the easy option as compared to other modes of transport.
- The group felt there was a lack of connectivity, limited facilities for stopping and resting on walking routes and a variable standard of walking routes, which could deter individuals from taking up active travel.

Stakeholder Feedback - External Workshop Tuesday 9th June 2015

CAPITA

Workshop notes of Discussion – Tuesday 9th June 2015 External Stakeholder Workshop

Topic 1 Existing Provision within East Dunbartonshire – Strengths and Weaknesses

STRENGTHS
<ul style="list-style-type: none">• There was a general consensus from the group that there was a good path network across East Dunbartonshire, in particular complimenting the NCR routes along the Forth and Clyde Canal and Strathkelvin primarily used for leisure purposes.• The group thought that East Dunbartonshire was particularly well served and developed for walking with good path networks in settlements and Country Parks.• One group stated that Bishopbriggs had good quality cycle to school infrastructure but could only be used effectively if there were limited cars on the road.• The network was seen to be compact, with a general feeling that you didn't have to travel far to reach local amenities.
WEAKNESSES
<ul style="list-style-type: none">• It was felt that there was a need to support short distance trips especially to local rail stations specifically Milngavie and Bearsden stations. There was a general consensus to increase the availability of secure cycle storage facilities and to provide the use of shower and locker facilities. There was a general opinion that people 'do not' want to combine Active Travel with public transport use, albeit there are a number of commuters with relatively short commuting journeys.• One group advised that signage across East Dunbartonshire needed to be branded and themed to highlight that they are dedicated 'Active Travel Routes'. The Thomas Muir Trail was one trail in particular that required improved signage. Signage was also seen as particularly bad on the existing off road routes in Bearsden.

- Commuting traffic by Active Travel options was seen as a difficulty rather than a 'real' option for those travelling between towns, for example Lenzie to Bishopbriggs was seen as particularly difficult due to the lack of direct routes.
- The group felt that there were missing links with opportunities that have previously been identified but never developed, for example the Allander Walkway.
- Busy roads within East Dunbartonshire are seen as the major factor to behaviour change, specifically for walking and cycling, however to overcome this barrier the group suggested, that Active Travel links to active travel should be a priority when planning for and designing new developments.
- The group noted that recent upgrades were not suitable for all users with the tarmac too slippery and too fast. No specific area was noted here.
- Links to Glasgow and links east to west were identified as poor commuting routes. The group noted the A81 as a route that required upgrading for cyclists. Balmore Road (A807) between Torrance and Bardowie was particularly seen as unsafe.
- The Healthy Habits network focuses only on Kirkintilloch and ultimately fails to reach any wider across East Dunbartonshire.
- The group raised issues regarding maintenance specifically around gritting; the group noted that this was also a concern for bio-diversity.
- The group raised the issue that the number of school crossing patrols in East Dunbartonshire had been reduced, therefore reducing the number of safe and controlled crossing points for active travel use.

Topic 2 Physical Network in East Dunbartonshire – Opportunities and Threats**OPPORTUNITIES**

- A member of the group highlighted the opportunity to improve the link between the River Kelvin and Birdston; however this area is subject to Land ownership issues that would need to be investigated and resolved.
- The planned shared space scheme in Cowgate (Kirkintilloch) is an example of how pedestrians and cyclists having priority, ultimately reducing the speed of traffic. Pavements are planned to be widened and road junctions narrowed, creating an inviting environment for walking and cycling. The group felt that there were opportunities to expand such 'Shared Space' schemes across East Dunbartonshire, for example within Milngavie Town Centre members of the group would like to see a 'Share with Care' principle applied where pedestrians have priority but cyclists are permitted. Currently, cyclists are forbidden to enter Milngavie Town Centre precinct.
- The group felt that there should be parking bans around schools during peak drop off hours, reducing road safety risks for pedestrians crossing roads between vehicles parked along streets.
- The group highlighted Mains Estate in Milngavie as an example to introduce 'way markers' around the local school. The group felt there was an opportunity here to almost 'adopt' a path to be used for educational purposes.
- It was felt that there was opportunity to build on the existing signage. Unless you know the area very well, it was felt that a stranger may find it difficult to find their way around the network. It was suggested that the signs should also include how long it will take you to get to your destination? It was also suggested that better signage could promote local green space highlighting them as alternative routes to busy roads.
- The group felt that there was potential to develop a coherent network using off road paths.
- The group suggested the following should be developed to improve current signage and information:
 1. Develop small scale local maps;
 2. Build upon the already existing community asset maps;
 3. Roll out consistent signage across East Dunbartonshire;
 4. Have small scale local maps available at tourist information offices, train stations and schools.
- Some members of the group highlighted the opportunity to create a link that would connect Strathkelvin Railway Walkway to John Muir Way, although a specific location was not elaborated.
- Travelling from Torrance to Bearsden, the group felt there was opportunity to make pavements 'shared space', there was a general feeling that the pavements were under-utilised. Torrance to Bardowie to Milngavie was also highlighted as another opportunity to make pavements shared spaces.

- The Ramblers Association and the East Dunbartonshire Voluntary Action (EDVA) were highlighted to be the first point of contact if volunteers are required to promote and facilitate the Active Travel Strategy or if any community groups wish to become volunteers.
- The group suggested a couple of organisations that may provide opportunities for partnership funding; these were The British Horse Society and 'Paths for All' Partnership.
- The group identified that there was currently a lack of short, easy access routes to local amenities, schools and community hubs. It was felt that there was an opportunity here to develop a local network of connecting routes enabling people to access shop, schools, community hubs and workplaces by Active Travel.
- Some members of the group felt strongly that 20mph zones should be statutory in built up areas, especially around schools.

THREATS

- It was felt that new developments do not integrate Active Travel options into the planning and design of the development. The group then expressed concern around enforcing Active Travel targets and initiatives as part of the Travel Plan that supports the new development.
- The group expressed concern that East Dunbartonshire Council didn't have any 'vision' towards Active Travel. They felt all the aspirations and targets to increase Active Travel levels came from the Scottish Government and were not aware of any targets set specifically by East Dunbartonshire Council.
- There was concern around maintenance and the management of maintenance programmes. Some members of the group felt concerned that due to budget restrictions, path networks will become subject to overgrowth and dog fouling, highlighted as a major issue currently on the path network.
- The group felt that there could be a conflict of interest with different path users, for example, cyclists would prefer tarmac surfaces, but horse riders would prefer chip.

Topic 3 Behaviour Change – Opportunities and Threats**OPPORTUNITIES**

- It was suggested to target schools to engage both students and families to be ambassadors to promote Active Travel in East Dunbartonshire. It was important to the group that education takes responsibility of promoting Active Travel, with support for the Local Authority.
- Incentives were seen as important to discourage car use, particularly promoting the health benefits and money savings to active travel, for example subsidising public transport.
- The group wanted to see more promotional events across East Dunbartonshire. Events suggested included, Skyrides, Car Free Sunday when certain roads are closed to vehicle traffic but used for walking and cycling, free bike hire session, bike breakfasts and bike doctor surgeries. The group felt that events such as these would help to normalise Active Travel.
- The group suggested that all events planned should work in partnership with the Council to ensure facilities such as toilets are available.
- The group felt there was a need to engage with workplaces but engagement with schools should be done at an early stage engaging from nursery level to high school and further education. The group also suggested that a walking and cycling strategy should be developed for each school.
- The group outlined a number of groups in the communities that were already promoting Active Travel and encouraging people to be active, for example church walking groups and the Ramblers Association. The group felt that these groups had a role to play in keeping people active.
- Promoting the benefits to Active Travel needs to be relevant and make sense to an individual. The group felt that promotions should focus on time savings that can be made by walking and cycling and cost savings, but most importantly focusing on the fun and enjoyment to walking and cycling.
- The group felt that motorists lacked education on Active Travel and suggested that drivers should be encouraged to cycle on highway to experience a cyclist's journey so they understand how much room should be given to a cyclist on the road.
- The group felt that there was a lack of walking groups, and could see opportunities to launch walking groups to promote short distance routes for example walking to rail stations.
- The group felt the need to initiate Active Travel audits, specifically auditing:
 - Existing traffic counts
 - Hand's up surveys in schools on travel to school;

- Bike stand counts at businesses – covered and uncovered;
- Business travel to work surveys;
- Current satisfaction of the quality of Active Travel routes in East Dunbartonshire via Survey

The group felt that the results would provide a baseline to work with and to measure and demonstrate success.

THREATS

- Some members of the group indicated that there are employers offering free parking to employees therefore making it increasingly difficult to encourage employees to use alternative modes of transport to the car.
- The group felt there was a barrier to communicating with students when reaching Secondary School. The group felt there was a need to look at specific incentives for secondary school pupils.
- Lack of resources was an area of concern to the group, especially within the local authority to deliver behavioural change initiatives. The group felt it was important to encourage partners to take ownership of routes due to limited resources within the Council.
- The group felt that the car was still perceived to be the more attractive, quick and convenient mode of transport, this makes it very difficult to discourage driving.
- The group also felt that there was perception that cyclists were 'road warriors' who want to own the road rather than share with other road users.

Appendix C

Internal Workshop Attendee List

East Dunbartonshire Council Internal Stakeholder Workshop
Attendee and Apologies List

<u>NAME (ATTENDEES)</u>	<u>EDC Job Title</u>
Billy Thompson	Transport Development Officer
Kathleen McWhirter	Transport and Access Team Leader
Suzanne Bruce	Business and Tourism Team Leader
Jamie Docherty	GIS Team Leader
Graeme McLay	Traffic/RNS Network Strategy Team Leader
Neil Samson	SEA Technical Officer
Anne Prescott	Environmental Health Officer
Francesca Pandolfi	Greenspace and Biodiversity Policy Officer
Alison Laurence	Land Planning Policy Team Leader/Facilitator
Gillian Telfer	Neighbourhoods Services Strategy Team Leader
Simon Mair	Customer Relations and OD Programme Lead
Ewan Wilson	Land Planning Policy Officer/Facilitator
Walter Aspinall	Facilitator
Howard Kinneavy	Facilitator
<u>NAME (APOLOGIES)</u>	<u>EDC Job Title</u>
Alistair Kyle	Access Officer
Kevin Argue	Kirkintilloch T.C. Masterplan Officer
Mary Coulshed	Mugdock Country Park Manager
Alan Smith	Outdoor Education Officer
Donald McDonald	Sustrans Cycling Officer

Appendix D

External Workshop Attendee List

East Dunbartonshire Council External Stakeholder Workshop
Attendee List

<u>NAME</u>	<u>Organisation</u>
S. Murray	Kirkintilloch Community Council
Vicki Trim	East Dunbartonshire CHP
Bob Diamond	Bearsden and Milngavie Ramblers
Richard McKinlay	Go Bike
Gary Bell	Paths for All
Gerry Christie	Police Scotland
R Hooper	MERA
Graeme Thompson	Tesco
Mike Batley	Central Scotland Green Network Trust
Calum Cook	Go Bike
Neil Hunter	EDC GIS
Isla Hamilton	EDC Resource Generation
Matt Davis	SUSTRANS
Donald MacDonald	SUSTRANS
Alistair Kyle	EDC Access Officer
Christopher Johnson	Cycling Scotland
Heather	EDC Planning Manager
Alex Laidler	EDC Planning Officer
Janice Kennedy	Scottish Enterprise
Jackie Gillespie	EDC
Martyn Reynolds	Milngavie Community Council
John Shelton	Scottish National Heritage
Kathleen McWhirter	EDC
Peter Hayman	CTC Go Bike
Alison Laurence	EDC
Ewan Wilson	EDC
Walter Aspinall	Capita / Facilitator
Howard Kinneavy	Capita / Facilitator

Appendix E

Active Travel Survey Results

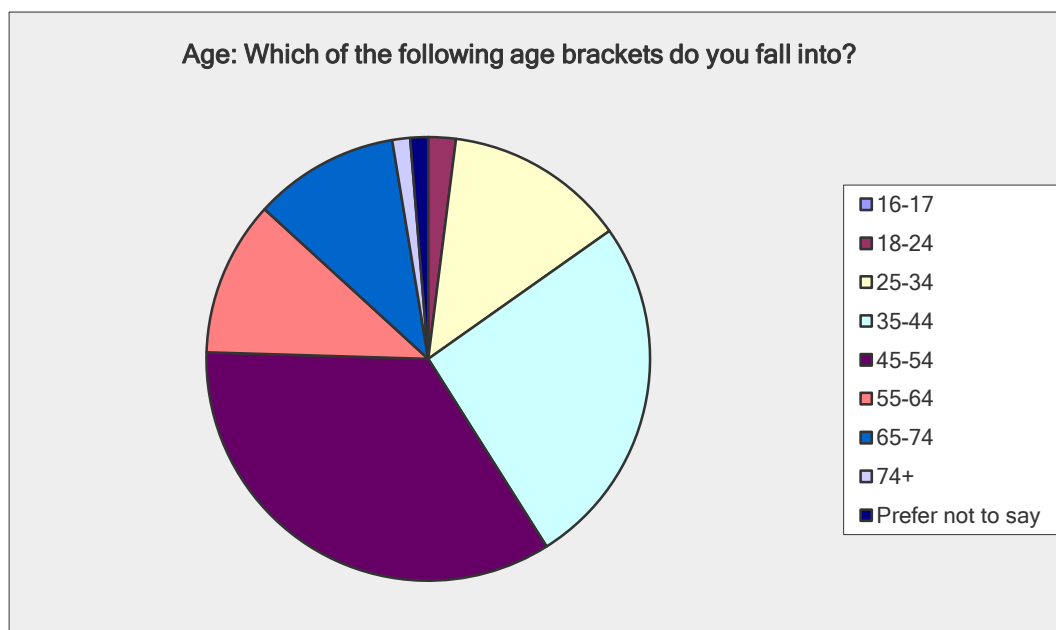
Summary of online responses to Active Travel Strategy – Initial stakeholder engagement

This report sets out the results of the online survey carried out by East Dunbartonshire Council as part of the initial engagement on the Active Travel Strategy. This survey compliments the workshops carried out, see section 4.3 for more information. Each question is set out below with the results and summary of these findings.

Question 1

Age: Which of the following age brackets do you fall into?

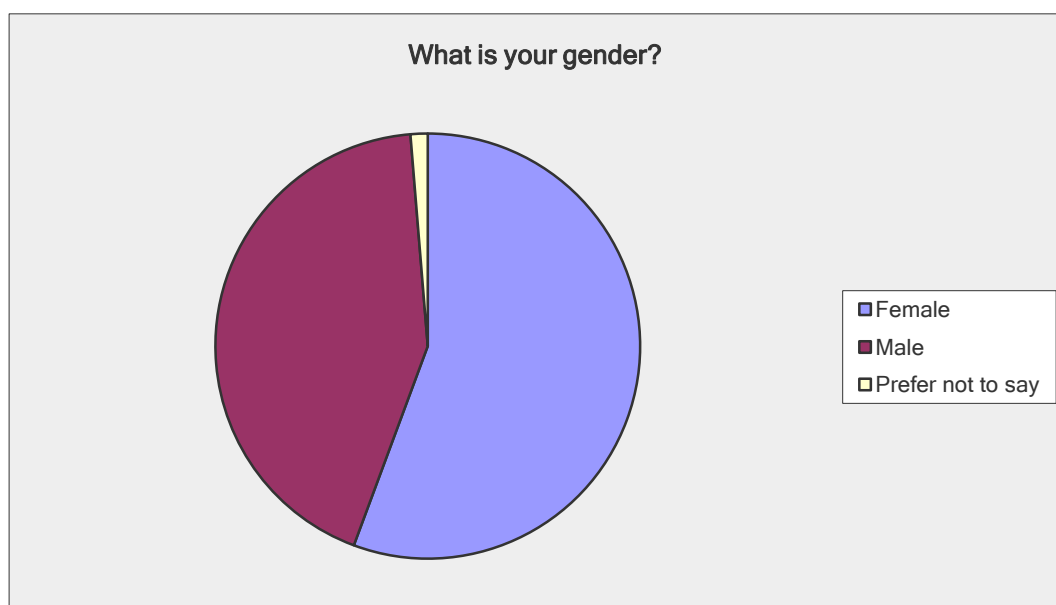
Answer Options	Response Percent	Response Count
16-17	0.0%	0
18-24	2.0%	3
25-34	13.2%	20
35-44	25.8%	39
45-54	34.4%	52
55-64	11.3%	17
65-74	10.6%	16
74+	1.3%	2
Prefer not to say	1.3%	2
<i>answered question</i>		151
<i>skipped question</i>		0



This question revealed that there was a good representation within ages of respondents between 25 to 74, although the bracket of 45 to 54 was particularly high. There were fewer respondents in the age brackets of 74 and below 25.

Question 2

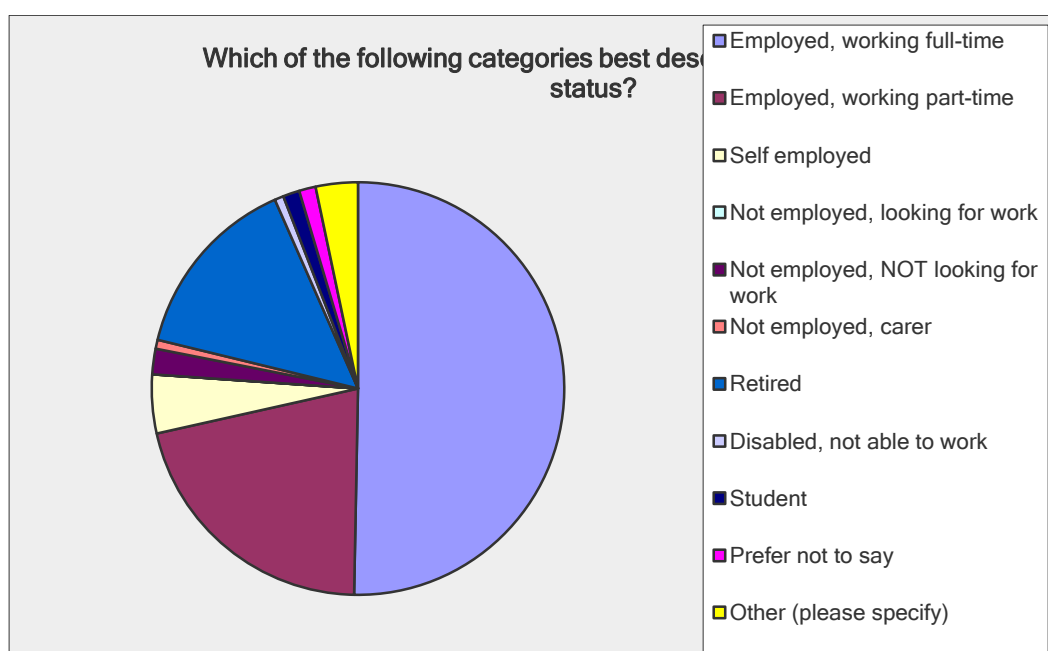
What is your gender?		
Answer Options	Response Percent	Response Count
Female	55.6%	84
Male	43.0%	65
Prefer not to say	1.3%	2
<i>answered question</i>		151
<i>skipped question</i>		0



A good balance of responses was received in relation to gender, with a partially higher proportion of female respondents in evidence even when allowing for those responders whom preferred not to say their gender. Despite marginally higher female representation, both genders have significant sample sizes of respondents.

Question 3**Which of the following categories best describes your employment status?**

Answer Options	Response Percent	Response Count
Employed, working full-time	50.3%	76
Employed, working part-time	21.2%	32
Self employed	4.6%	7
Not employed, looking for work	0.0%	0
Not employed, NOT looking for work	2.0%	3
Not employed, carer	0.7%	1
Retired	14.6%	22
Disabled, not able to work	0.7%	1
Student	1.3%	2
Prefer not to say	1.3%	2
Other (please specify)	3.3%	5
answered question		151
skipped question		0

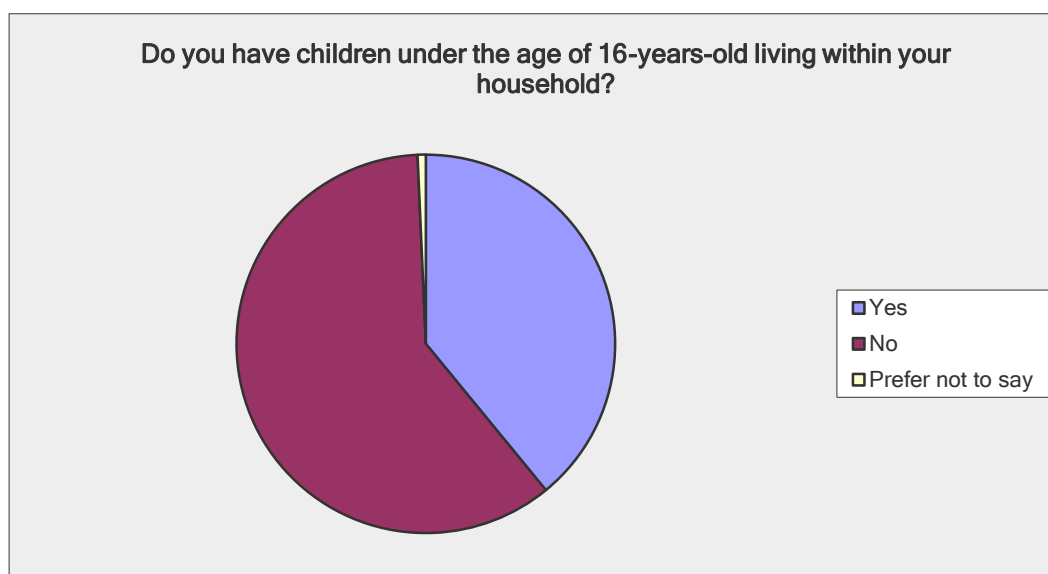


Almost exactly half of respondents are full-time employed, however a part-time employed and retirees are also well represented. Lower levels of responses were received from other categories.

Question 4

Do you have children under the age of 16-years-old living within your household?

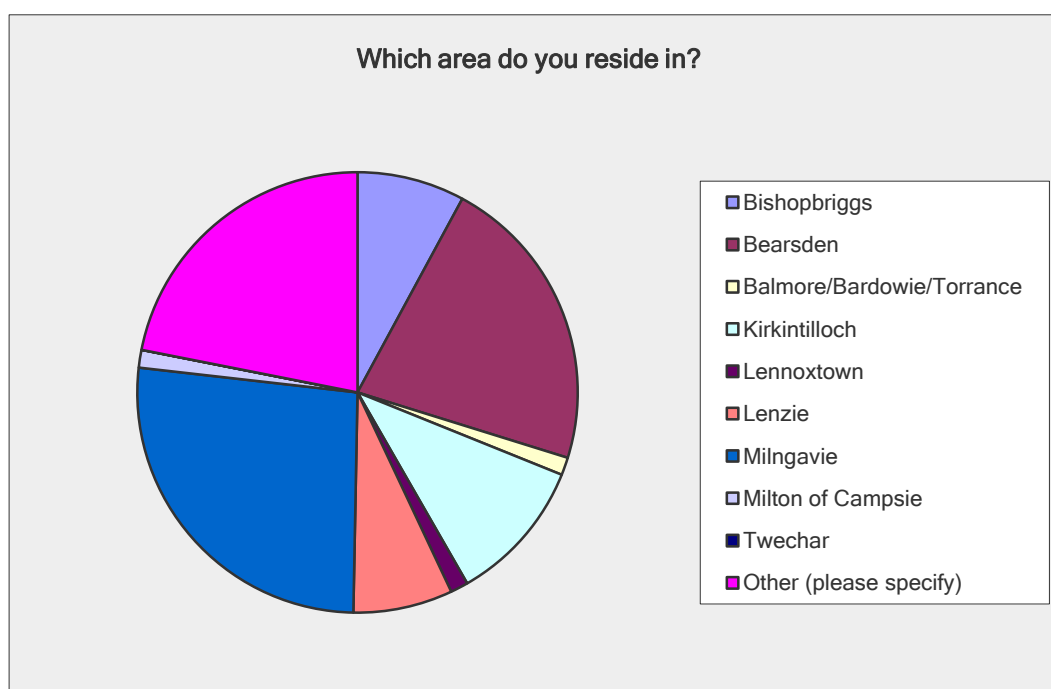
Answer Options	Response Percent	Response Count
Yes	39.1%	59
No	60.3%	91
Prefer not to say	0.7%	1
<i>answered question</i>		151
<i>skipped question</i>		0



Whilst the majority of respondents did not have any children under 16 living in their household, almost 40% of responders did have at least one child under 16 living in their house which means that both those living with and without children are well represented in this survey.

Question 5**Which area do you reside in?**

Answer Options	Response Percent	Response Count
Bishopbriggs	7.9%	12
Bearsden	21.9%	33
Balmore/Bardowie/Torrance	1.3%	2
Kirkintilloch	10.6%	16
Lennoxtown	1.3%	2
Lenzie	7.3%	11
Milngavie	26.5%	40
Milton of Campsie	1.3%	2
Twechar	0.0%	0
Other (please specify)	21.9%	33
answered question		151
skipped question		0



The towns of Bearsden and Milngavie were particularly well represented in this survey, with a ratio of responses relatively higher than their proportion of East Dunbartonshire's population. Whilst other towns were not so highly represented, there was a moderate level of response from Bishopbriggs, Kirkintilloch and Lenzie. A small number of

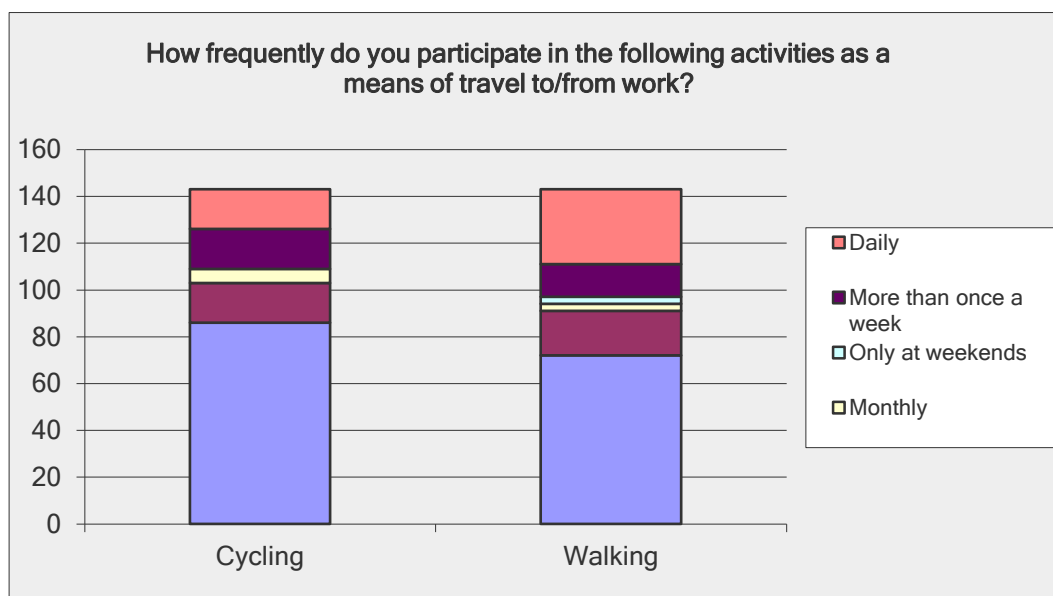
responses were also received from the villages of East Dunbartonshire -Lennoxton, Milton of Campsie, Torrance and Twechar.

Amongst those not living in the settlements listed as suggested options, Glasgow City and North Lanarkshire were the main areas in which responders resided.

Question 6

How frequently do you participate in the following activities as a means of travel to/from work?

Answer Options	Daily	More than once a week	Only at weekends	Monthly	Rarely	Never	Response Count
Cycling	17	17	0	6	17	86	143
Walking	32	14	3	3	19	72	143
<i>answered question</i>							143
<i>skipped question</i>							8

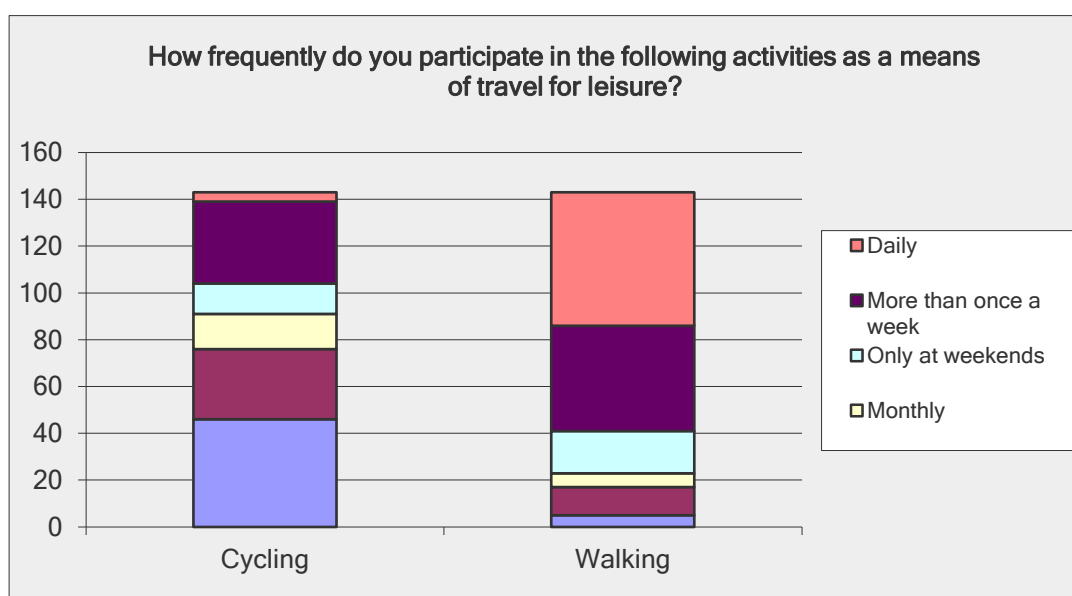


Both cycling and walking showed very similar trends with respect to commuting patterns, in particular with over half of respondents saying that they never travel to work by either walking or cycling. Although roughly twice as many people walked to work on a daily basis as compared to cycled, daily walkers to work only comprise 22% of those who responded in relation to commuting habits.

Question 7

How frequently do you participate in the following activities as a means of travel for leisure?

Answer Options	Daily	More than once a week	Only at weekends	Monthly	Rarely	Never	Response Count
Cycling	4	35	13	15	30	46	143
Walking	57	45	18	6	12	5	143
<i>answered question</i>							143
<i>skipped question</i>							8

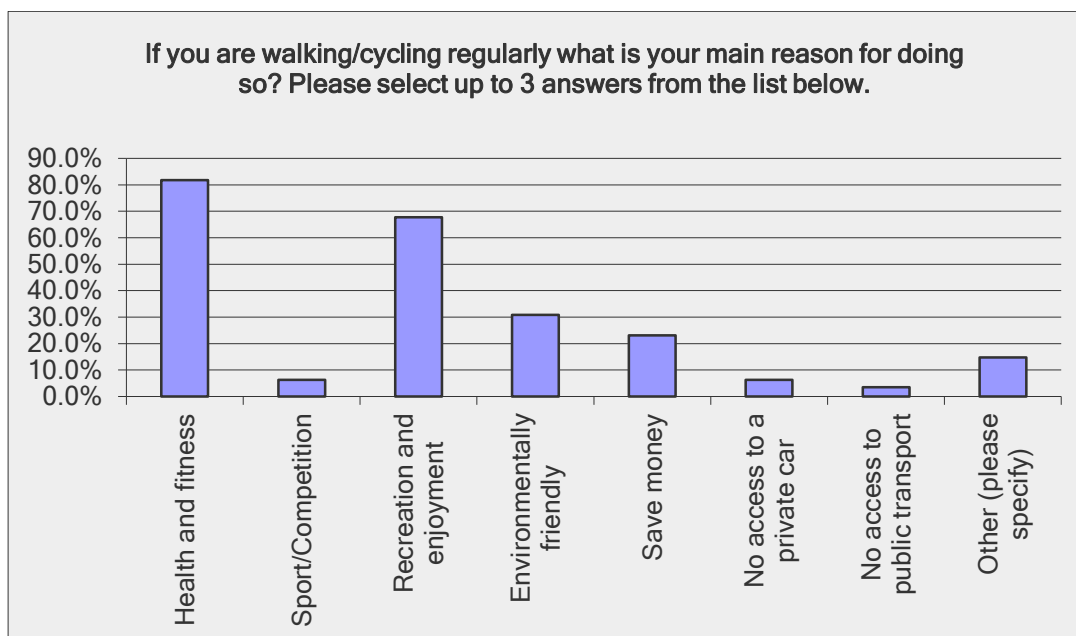


In relation to regularity of Active Travel journeys for leisure, answers to this question showed that a significant number of respondents walked for leisure on a daily basis, with this comprising 40% of responses relating to walking habits. Additionally, a further 31% said they walked more than once a week for leisure. This compared with far less regular participation in cycling as a form of leisure, with 53% of respondents who said they rarely or never cycled for this purpose.

Question 8

If you are walking/cycling regularly what is your main reason for doing so? Please select up to 3 answers from the list below.

Answer Options	Response Percent	Response Count
Health and fitness	81.8%	117
Sport/Competition	6.3%	9
Recreation and enjoyment	67.8%	97
Environmentally friendly	30.8%	44
Save money	23.1%	33
No access to a private car	6.3%	9
No access to public transport	3.5%	5
Other (please specify)	14.7%	21
answered question		143
skipped question		8



The two most significant reasons for walking and cycling were 'health and fitness' (with over 81% of respondents listing this as a main reason) and 'recreation and enjoyment' (over 67% of respondents provided this as a response). Respondents were able to state more than one main reason in relation to this question, with many responders evidently stating both of the aforementioned factors as main reasons.

Beyond these reasons, there was much less consensus as to main reasons, with 'environmentally friendly' and 'save money' being the next most popular responses but with less than a third of responders providing these answers in each case.

Question 9

Have you visited any of the following locations to participate in walking and cycling in the last 12 months? Please select all that apply.

Answer Options	Response Percent	Response Count
Milngavie Town Centre (West Highland Way)	44.8%	64
Mugdock Country Park	64.3%	92
Bishopbriggs/Kirkintilloch/Twechar (Forth and Clyde Canal)	48.3%	69
Lennoxtown/Milton of Campsie	29.4%	42
Lenzie/Kirkintilloch/Milton of Campsie (Strathkelvin Railway Path)	33.6%	48
Kelvin Way	22.4%	32
Allander Way	24.5%	35
None	10.5%	15
Other (please specify/name if a local park)	11.2%	16
answered question		143
skipped question		8

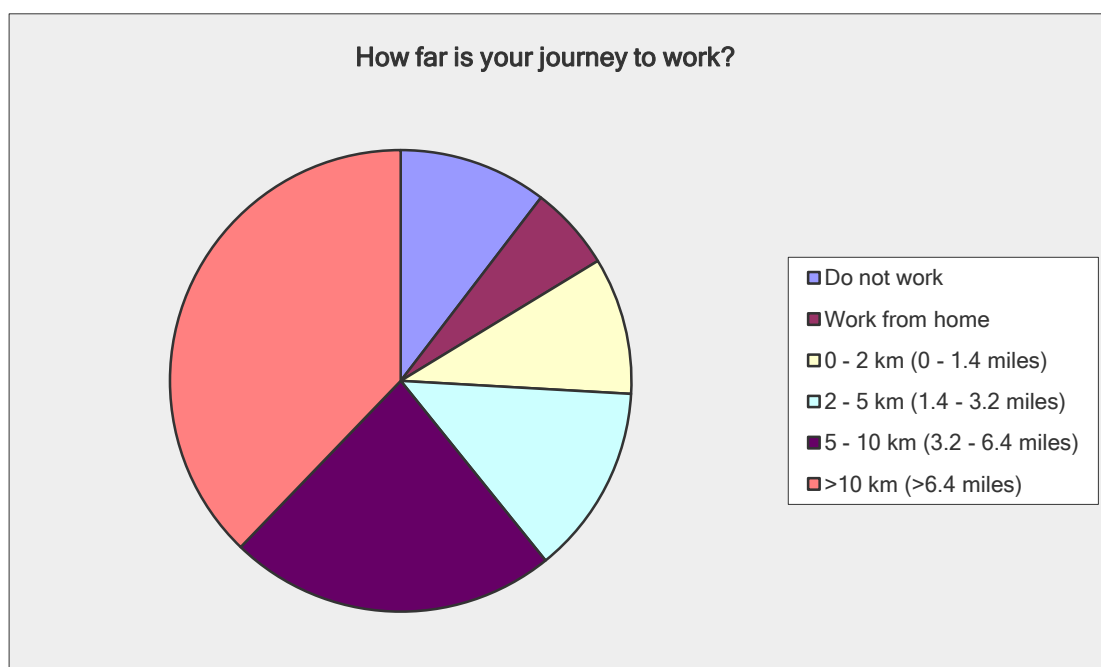


Mugdock Country Park was a popular destination for those visiting to go walking or cycling, with over 64% having gone there for this purpose in the last year. Places with dedicated and high profile walking and cycling routes also appeared popular, with Milngavie Town Centre (West High Way) and Bishopbriggs/Kirkintilloch/Twechar (Forth and Clyde Canal) being visited by 45% and 48% respectively.

Question 10

How far is your journey to work?

Answer Options	Response Percent	Response Count
Do not work	10.4%	14
Work from home	5.9%	8
0 - 2 km (0 - 1.4 miles)	9.6%	13
2 - 5 km (1.4 - 3.2 miles)	13.3%	18
5 - 10 km (3.2 - 6.4 miles)	23.0%	31
>10 km (>6.4 miles)	37.8%	51
<i>answered question</i>		135
<i>skipped question</i>		16

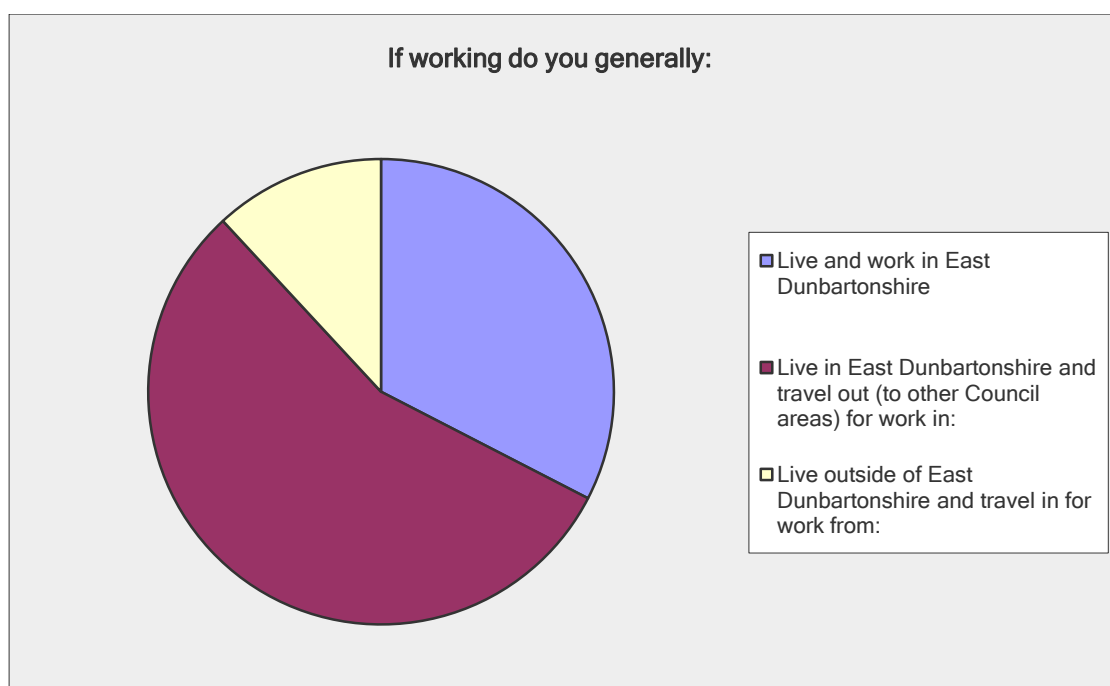


The single largest group of answers showed that 38% travelled at least 10km to work, with the next largest group of responders saying they travelled between 5-10 km to work (23%). This meant that just over 60% of those travelling to work journeyed at least 5km. Conversely, once those who do not work or work from their home are accounted for, only 23% of those who travel to work have a journey of less than 5km.

Question 11

If working do you generally:

Answer Options	Response Percent	Response Count
Live and work in East Dunbartonshire	32.6%	44
Live in East Dunbartonshire and travel out (to other Council areas) for work in:	55.6%	75
Live outside of East Dunbartonshire and travel in for work from:	11.9%	16
<i>answered question</i>		135
<i>skipped question</i>		16

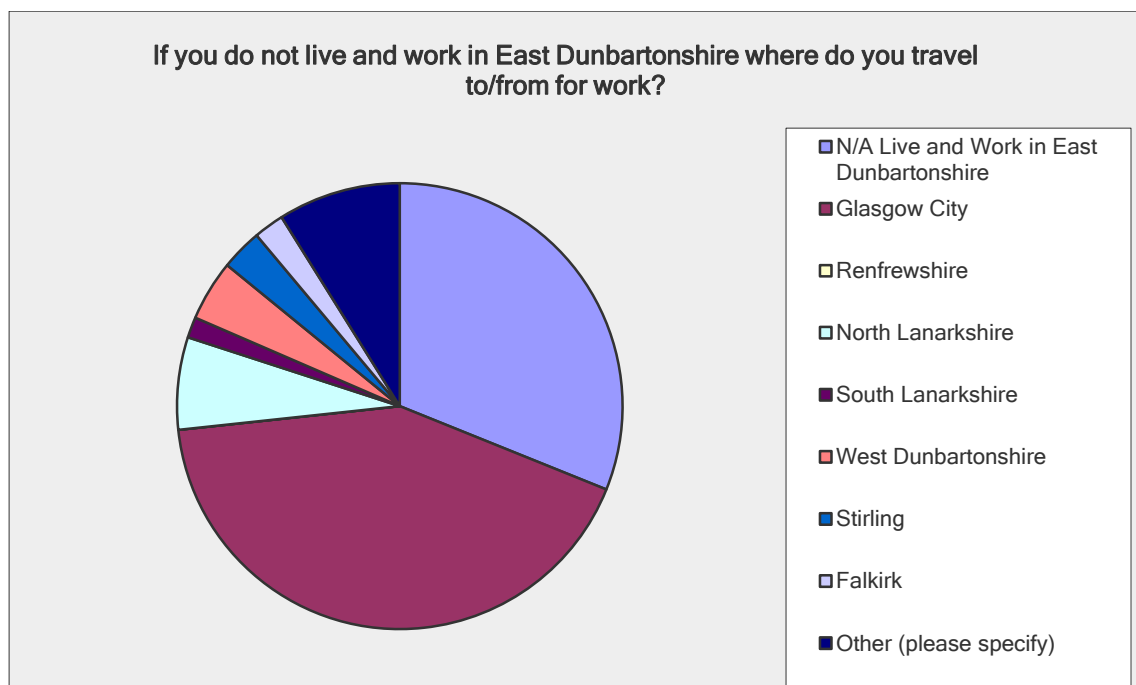


Just over half of respondents live in East Dunbartonshire but travel out with the area to work, with only a third living in East Dunbartonshire and also working there too. A small proportion (12%) commuted into East Dunbartonshire from outside the area.

Question 12

If you do not live and work in East Dunbartonshire where do you travel to/from for work?

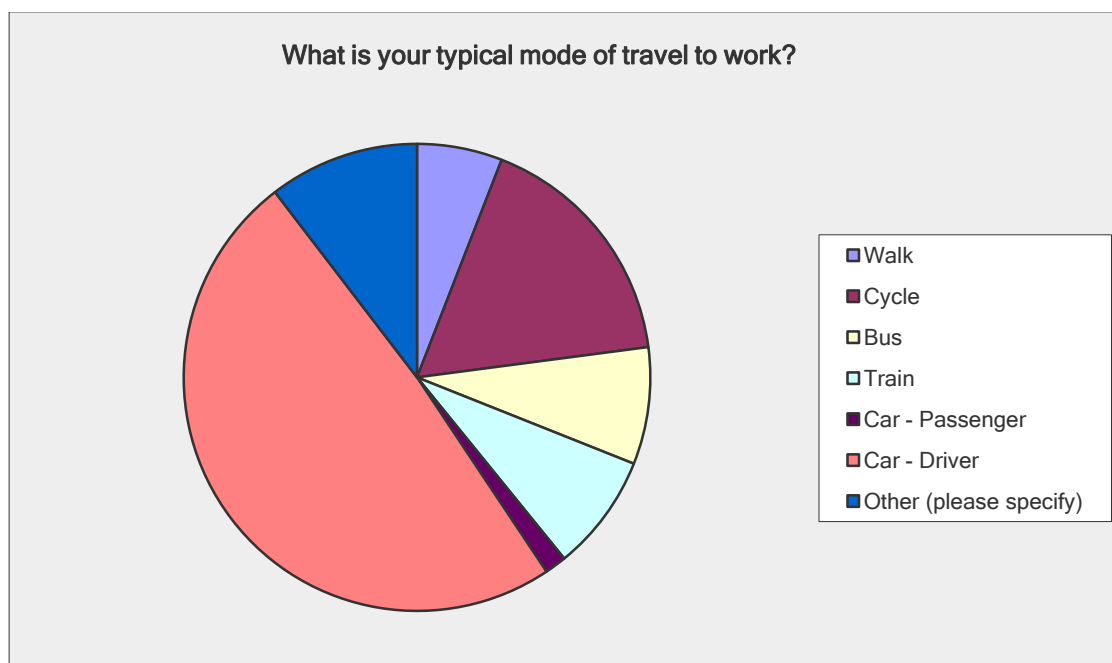
Answer Options	Response Percent	Response Count
N/A Live and Work in East Dunbartonshire	31.1%	42
Glasgow City	42.2%	57
Renfrewshire	0.0%	0
North Lanarkshire	6.7%	9
South Lanarkshire	1.5%	2
West Dunbartonshire	4.4%	6
Stirling	3.0%	4
Falkirk	2.2%	3
Other (please specify)	8.9%	12
answered question		135
skipped question		16



Respondents to this question regarding fell principally into two categories; those who worked in Glasgow City (42%) and those who live and work in East Dunbartonshire (31%). No other individual group had a significant volume of response, with the next highest individual area of employment being North Lanarkshire at 7%.

Question 13**What is your typical mode of travel to work?**

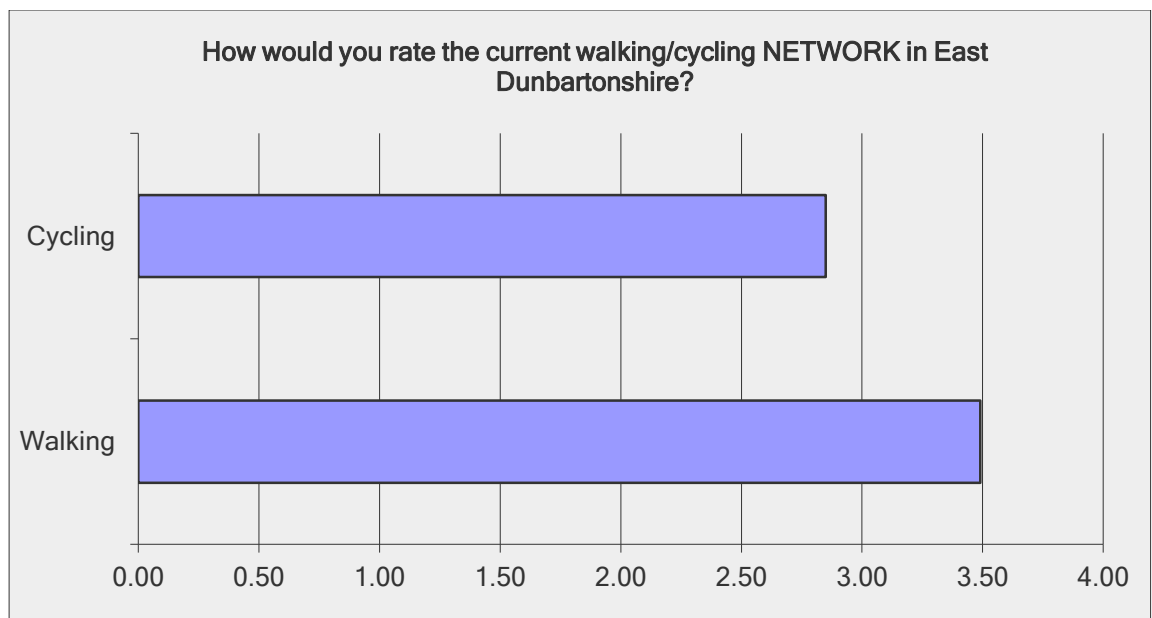
Answer Options	Response Percent	Response Count
Walk	5.9%	8
Cycle	17.0%	23
Bus	8.1%	11
Train	8.1%	11
Car - Passenger	1.5%	2
Car - Driver	48.9%	66
Other (please specify)	10.4%	14
<i>answered question</i>		135
<i>skipped question</i>		16



Just over half of respondents typically travelled to work by car, with only (2%) doing so on a car-share basis. There was a relatively even range of alternative modes used apart from cars, however no single mode came close to the car as an individual typical mode of transport with the largest of these being cycling which was typically used by 17%.

Question 14**How would you rate the current walking/cycling NETWORK in East Dunbartonshire?**

Answer Options	Very Poor	Poor	Neither good nor poor	Good	Very Good	Rating Average	Response Count
Walking	5	11	23	58	7	3.49	104
Cycling	18	25	23	31	7	2.85	104
<i>answered question</i>							104
<i>skipped question</i>							47

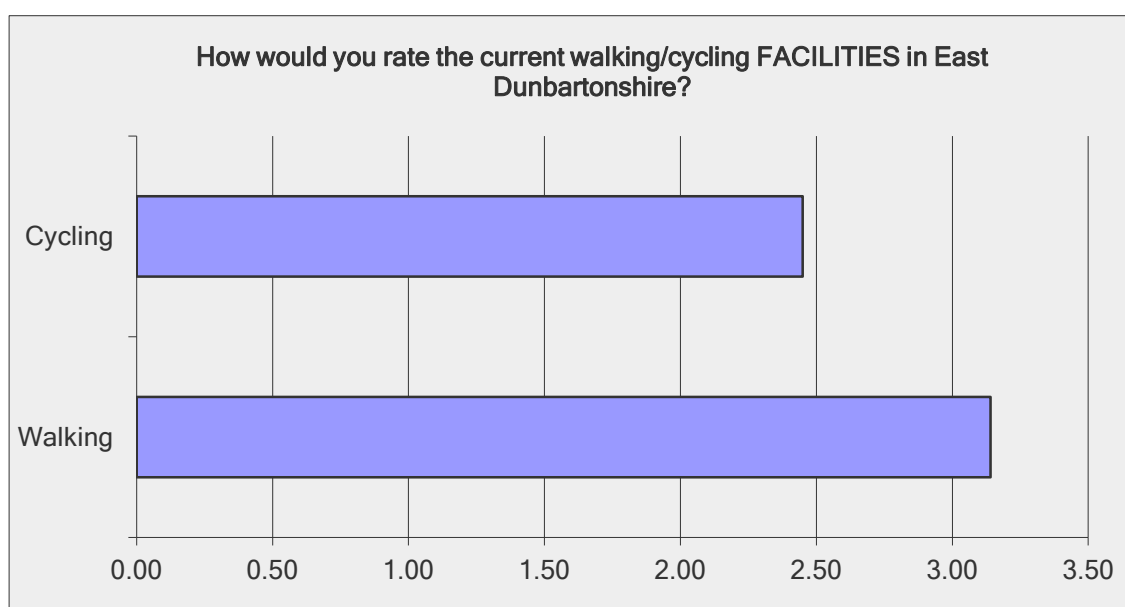


The purpose of this question is to ascertain the aggregate opinion of respondents on the current walking and cycling *network* in East Dunbartonshire. 'Very Poor' corresponds to a rating of 1 compared to 'Very Good' which has a rating of 5 for the purposes of weighting the above graph.

Consequently the mean average rating of the walking and cycling networks of East Dunbartonshire reveals that there were marginally more negative than positive responses about the cycling network with an average rating of 2.85, where a rating of 3 would neutral. However there was a more definitive positive rating of 3.49 in relation to the walking network, which is reiterated in the fact that only 15% of respondents rated the walking network as either Poor or Very Poor.

Question 15**How would you rate the current walking/cycling FACILITIES in East Dunbartonshire?**

Answer Options	Very Poor	Poor	Neither good nor poor	Good	Very Good	Rating Average	Response Count
Walking	8	16	36	41	3	3.14	104
Cycling	24	32	29	15	4	2.45	104
<i>answered question</i>							104
<i>skipped question</i>							47



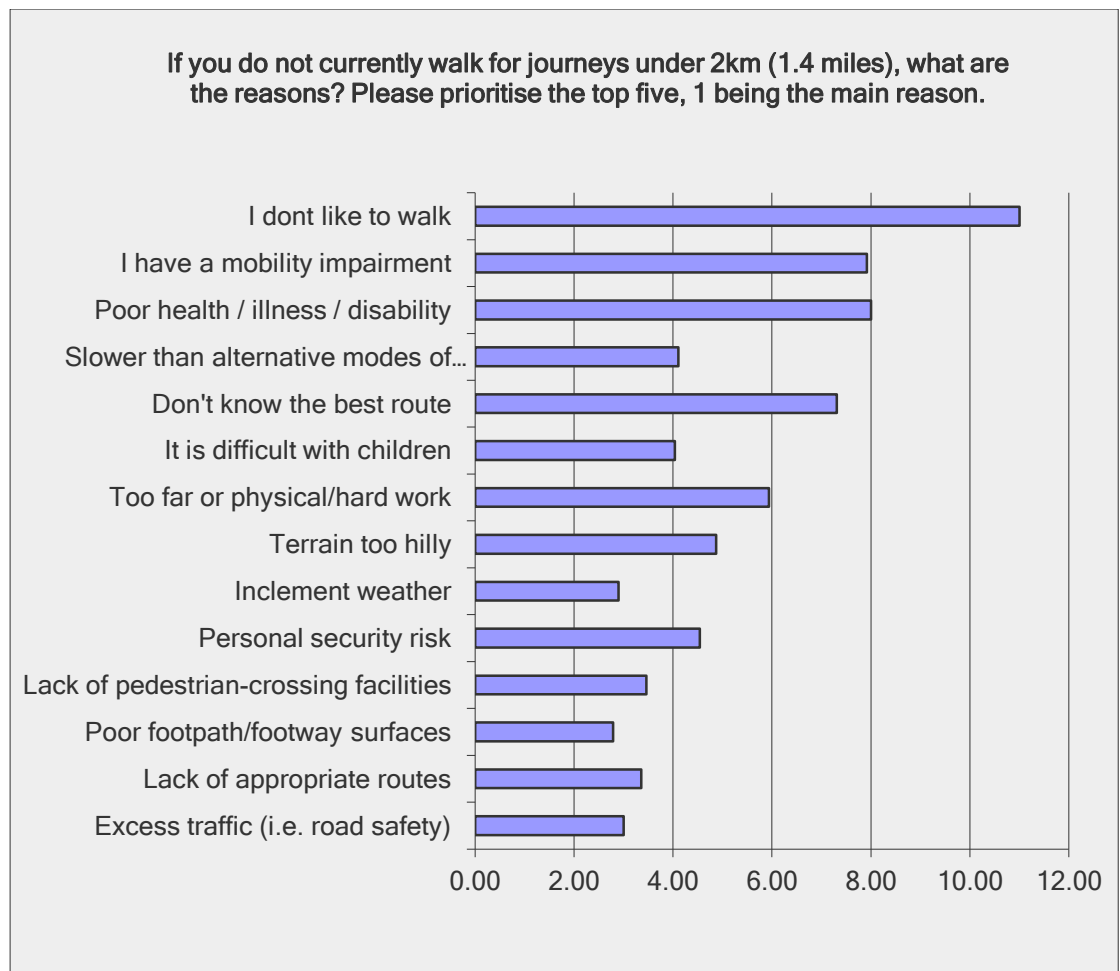
Compared to the previous question, this question sought to ascertain an aggregate opinion on the *facilities* associated with walking and cycling in East Dunbartonshire, with the same rating methodology used to inform findings.

Responses to this question gave generally poorer ratings for walking and cycling facilities compared to the walking and cycling networks assessed in the previous question. Whilst marginally more people were more positive than negative about the walking facilities, there is a more notable number of negative ratings of cycling facilities compared to positive ratings.

Question 16

If you do not currently walk for journeys under 2km (1.4 miles), what are the reasons? Please prioritise the top five, 1 being the main reason.

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	14	N/A	Rating Average	Response Count
Excess traffic (i.e. road safety)	15	2	4	9	3	0	0	0	1	0	0	0	0	1	31	3.00	66
Lack of appropriate routes	8	8	4	3	2	0	0	0	1	0	0	0	1	1	33	3.36	61
Poor footpath/footway surfaces	10	11	6	3	7	2	0	0	0	0	0	0	0	0	27	2.79	66
Lack of pedestrian-crossing facilities	2	5	9	7	1	0	1	0	0	0	1	0	0	0	34	3.46	60
Personal security risk	0	2	5	4	9	1	1	2	0	0	0	0	0	0	35	4.54	59
Inclement weather	6	15	7	3	5	2	1	0	0	0	0	0	0	0	31	2.90	70
Terrain too hilly	2	2	0	2	2	2	3	2	0	0	0	0	0	0	39	4.87	54
Too far or physical/hard work	2	0	2	0	2	4	2	2	2	0	1	0	0	0	36	5.94	53
It is difficult with children	2	4	7	5	1	1	2	2	1	0	0	0	0	0	37	4.04	62
Don't know the best route	0	0	2	1	3	0	1	2	2	4	1	0	0	0	39	7.31	55
Slower than alternative modes of transport (takes too long)	12	4	5	4	2	0	0	1	3	3	2	0	0	0	33	4.11	69
Poor health / illness / disability	0	3	0	1	1	0	1	0	1	2	3	3	0	0	41	8.00	56
I have a mobility impairment	2	1	2	0	0	0	0	1	0	0	2	3	1	1	41	7.92	54
I don't like to walk	0	0	0	1	1	0	0	0	1	2	0	3	4	2	40	11.00	54
answered question																	81
skipped question																	70



This question was used to gain an overall appreciation of various reasons for not walking, and the relative significance of these reasons. Lower ratings shown on the graph above relate to more respondents rating the issue as more significant for them.

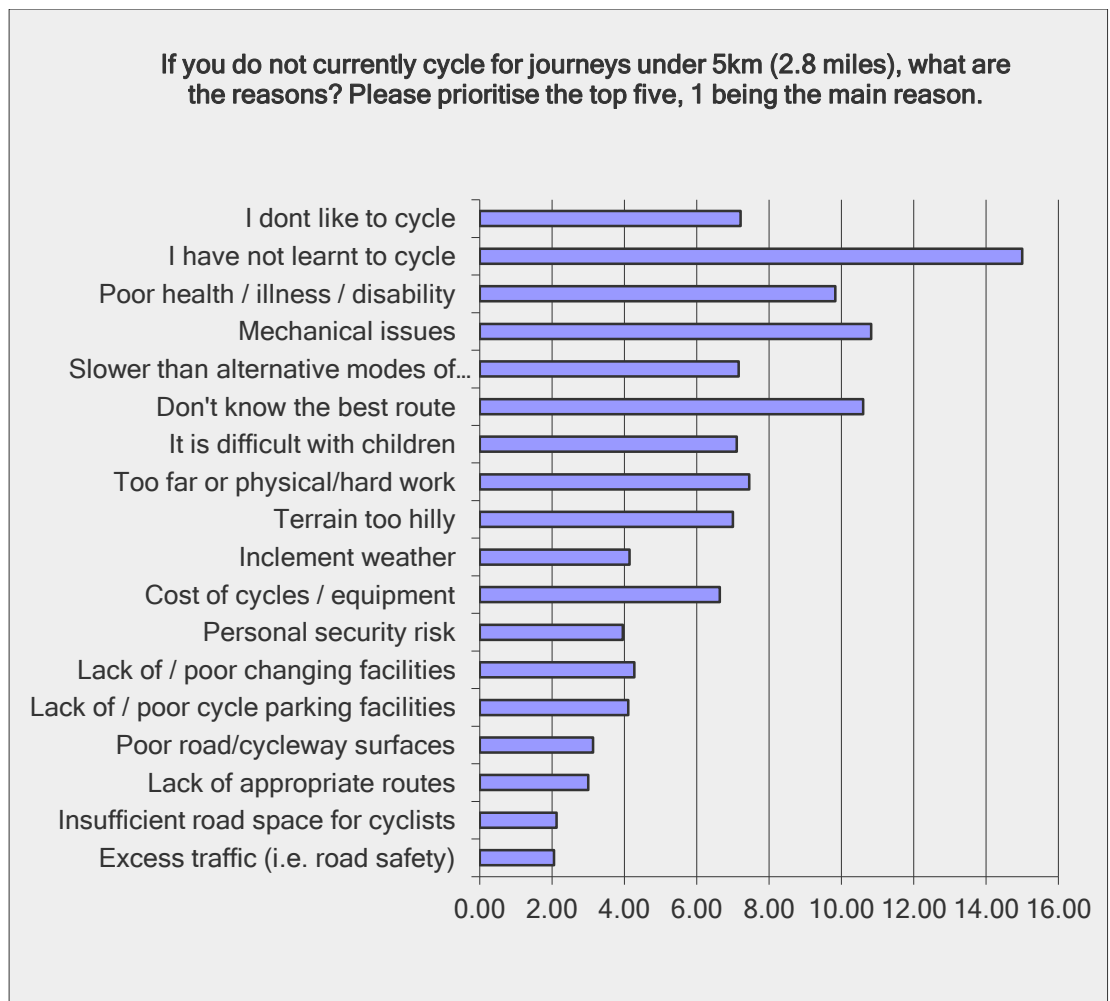
As a result 'Excess traffic (road safety)' and 'Poor footpath and footway surfaces' are noted as particularly significant issues given for why respondents do not walk for journeys under 2km, with this corresponding to 15 and 10 respondents ranking this as their single most important issue. More generally however there are a wide range of other factors ranked highly as reasons by many respondents. These include 'Inclement Weather', 'Lack of appropriate routes', 'Lack of pedestrian-crossing facilities' – all of which scored less than 4 in rating (to clarify again, 1 indicates the most importance)

Question 17

If you do not currently cycle for journeys under 5km (2.8 miles), what are the reasons? Please prioritise the top five, 1 being the main reason.

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	N/A	Rating Avg.	Res. Count
Excess traffic (i.e. road safety)	20	13	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2.06	70
Insufficient road space for cyclists	14	23	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21	2.13	68
Lack of appropriate routes	7	7	15	4	3	0	1	0	0	1	0	0	0	0	0	0	0	0	26	3.00	64
Poor road/cycleway surfaces	7	2	11	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3.14	56
Lack of / poor cycle parking facilities	2	5	3	10	10	3	1	1	0	0	0	0	0	0	0	0	0	0	24	4.11	59
Lack of / poor changing facilities	0	5	7	4	6	4	2	0	1	0	0	0	0	0	0	0	0	0	26	4.28	55
Personal security risk	4	2	5	5	4	1	3	0	1	0	0	0	0	0	0	0	0	0	29	3.96	54
Cost of cycles / equipment	1	0	1	1	0	3	2	4	0	1	1	0	0	0	0	0	0	0	29	6.64	43
Inclement weather	6	4	4	7	8	0	1	1	4	0	0	0	0	0	0	0	0	0	26	4.14	61
Hilly terrain	1	0	1	3	1	0	0	1	1	3	1	1	0	0	0	0	0	0	33	7.00	46
Too far or physical/hard work	0	2	2	0	0	0	1	0	1	1	3	0	1	0	0	0	0	0	34	7.45	45
It is	1	2	1	2	2	1	1	1	0	2	1	3	0	1	0	0	0	0	33	7.11	51

41



As per the previous question, the lower ratings correspond to a higher priority for stakeholders, except in this case reasons for not travelling were sought on cycling journeys.

In this case, 'Excess Traffic (i.e. road safety)' and 'Insufficient road space for cyclists' are the two most consistent reasons prioritized by respondents – with these also being identified as the single-most important issue by 20 and 14 respondents respectively. In addition, 13 and 23 respondents respectively made these two their second-most important issues. By comparison, no other issues reached double figures in terms of respondents ranking them in the top two most important issues.

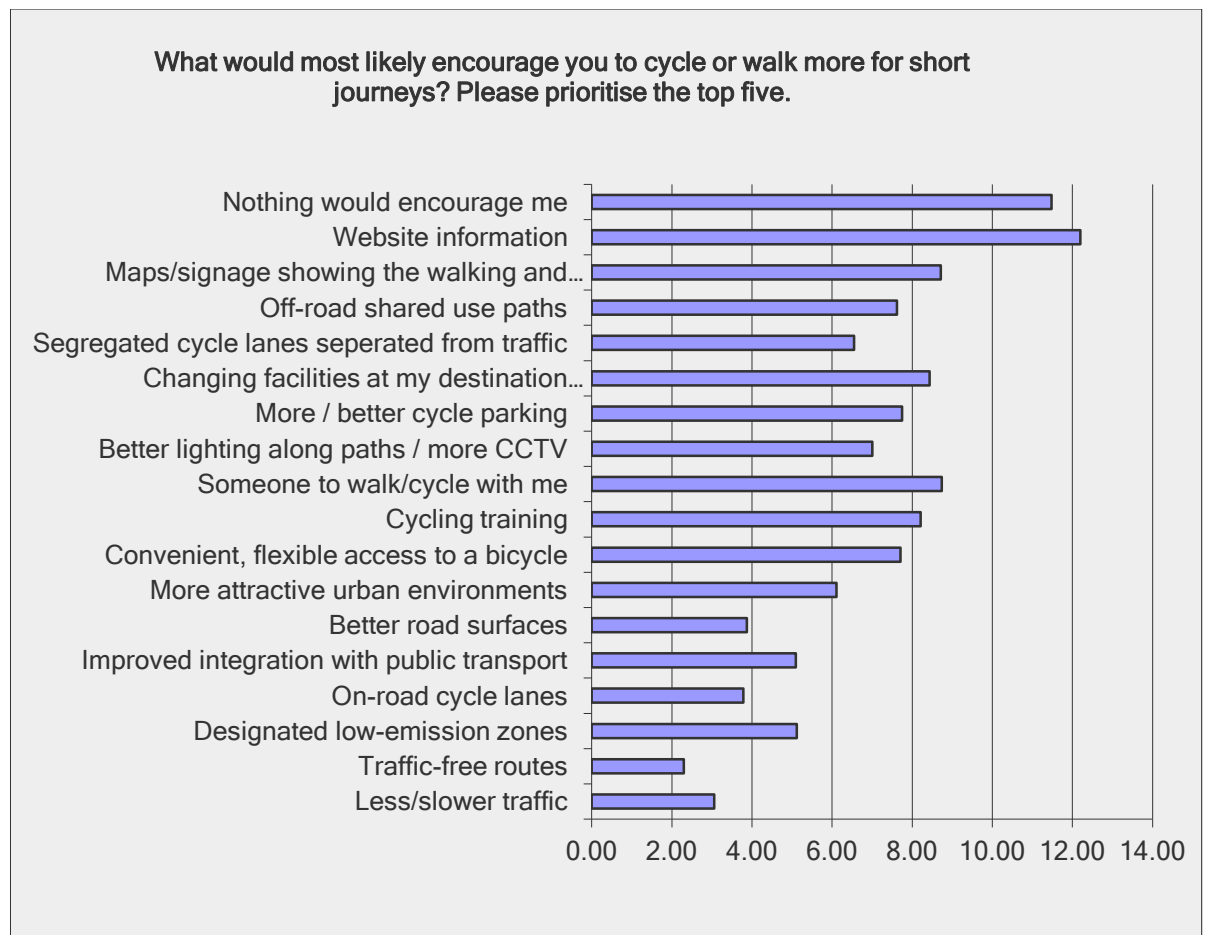
The aggregate ratings above however do note that there is also a further 'second-tier' priority group of reasons. This includes a lack of cycle parking and changing facilities, or these being of poor quality. This second tier also includes 'Poor road/cycleway surfaces', 'Lack of appropriate routes' as well as 'Inclement weather'.

Question 18

What would most likely encourage you to cycle or walk more for short journeys? Please prioritise the top five.

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	N/A	Rating Average	Response Count
Less/slower traffic	15	11	8	2	9	3	1	0	0	0	0	0	0	1	0	0	0	0	30	3.06	80
Traffic-free routes	33	20	9	4	2	4	0	0	0	0	0	0	0	0	0	0	0	1	21	2.30	94
Designated low-emission zones	0	2	5	9	4	7	5	1	0	0	0	0	0	1	0	0	0	0	42	5.12	76
On-road cycle lanes	6	12	9	11	6	2	3	5	0	0	0	0	0	0	0	0	0	0	29	3.78	83
Improved integration with public transport	3	5	6	7	6	5	5	2	5	0	0	0	0	1	0	0	0	0	34	5.09	79
Better road surfaces	10	10	12	8	9	5	0	3	1	1	0	0	0	0	0	1	0	0	27	3.87	87
More attractive urban environments	0	5	2	5	5	5	5	2	3	4	1	1	0	0	0	0	0	0	40	6.11	78
Convenient, flexible access to a bicycle	2	1	0	0	1	2	5	6	3	4	3	1	0	0	0	0	0	0	47	7.71	75
Cycling training	0	0	1	3	1	0	3	6	6	3	3	2	0	0	0	0	0	0	48	8.21	76
Someone to walk/cycle with me	1	1	1	0	2	0	1	2	6	5	4	3	1	0	0	0	0	0	49	8.74	76
Better lighting along paths / more CCTV	3	3	10	1	4	2	3	1	2	3	6	6	3	0	0	0	0	0	37	7.00	84
More /	2	4	6	5	7	0	0	2	1	5	4	6	5	4	0	0	0	0	29	7.75	80

better cycle parking facilities at my destination (work/leisure)	1	2	5	4	5	1	0	0	3	1	2	4	7	3	2	0	0	0	38	8.43	78
Segregated cycle lanes separated from traffic	9	7	6	8	4	1	1	1	1	0	0	1	5	5	6	0	0	0	28	6.55	83
Off-road shared use paths	4	7	2	8	5	1	0	0	0	2	3	1	1	5	5	3	0	0	35	7.62	82
Maps/signage showing the walking and cycling network	0	2	7	8	6	0	0	0	0	1	1	1	1	2	7	3	2	1	39	8.71	81
Website information	0	0	0	2	3	1	3	0	0	1	2	0	2	0	2	10	4	0	48	12.20	78
Nothing would encourage me	8	0	0	0	1	0	0	0	0	0	1	1	0	2	0	5	9	2	48	11.48	77
answered question																				100	
skipped question																				51	



In identifying what reasons respondents said would encourage them to take more short distance cycle and walk journeys, with the aggregate rating system utilized again to allow respondents to relatively rank various options.

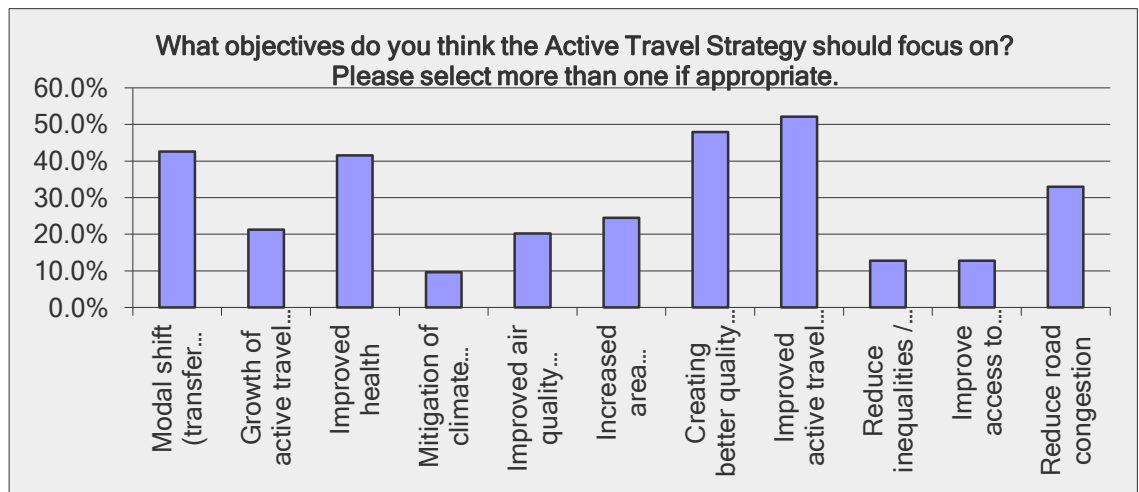
The overwhelmingly identified factor was to have 'Traffic-free routes'. 33 respondents said this was their first ranked solution, with a further 20 making it their second ranked option. Consequently over half of respondents identified it as either their first or second choice answer, out of a field of 18 possible answers.

Although not as unanimously popular, 'Less/slower traffic' was still in a clear second place as further issue that would encourage further journeys.

Question 19

What objectives do you think the Active Travel Strategy should focus on? Please select more than one if appropriate.

Answer Options	Response Percent	Response Count
Modal shift (transfer from car to more sustainable modes of transport or active travel) for everyday journeys	42.6%	40
Growth of active travel leisure and tourism	21.3%	20
Improved health	41.5%	39
Mitigation of climate change (reducing harmful carbon emissions)	9.6%	9
Improved air quality (reducing polluting airborne emissions that are harmful to human health)	20.2%	19
Increased area attractiveness	24.5%	23
Creating better quality places for people by prioritising pedestrians and cyclists over motor vehicles	47.9%	45
Improved active travel connectivity between residential areas, public transport infrastructure, town centres and green network assets (parks, open spaces, countryside)	52.1%	49
Reduce inequalities / deprivation	12.8%	12
Improve access to jobs and services	12.8%	12
Reduce road congestion	33.0%	31
answered question		94
skipped question		57



Respondents could state they felt the Active Travel Strategy should focus on more than one objective, however the only prospective objective as a focus for the Active Travel Strategy which was identified by more than half of respondents was 'Improved active travel connectivity between residential areas, public transport infrastructure, town centres and green network assets (parks, open spaces, countryside)' (52%).

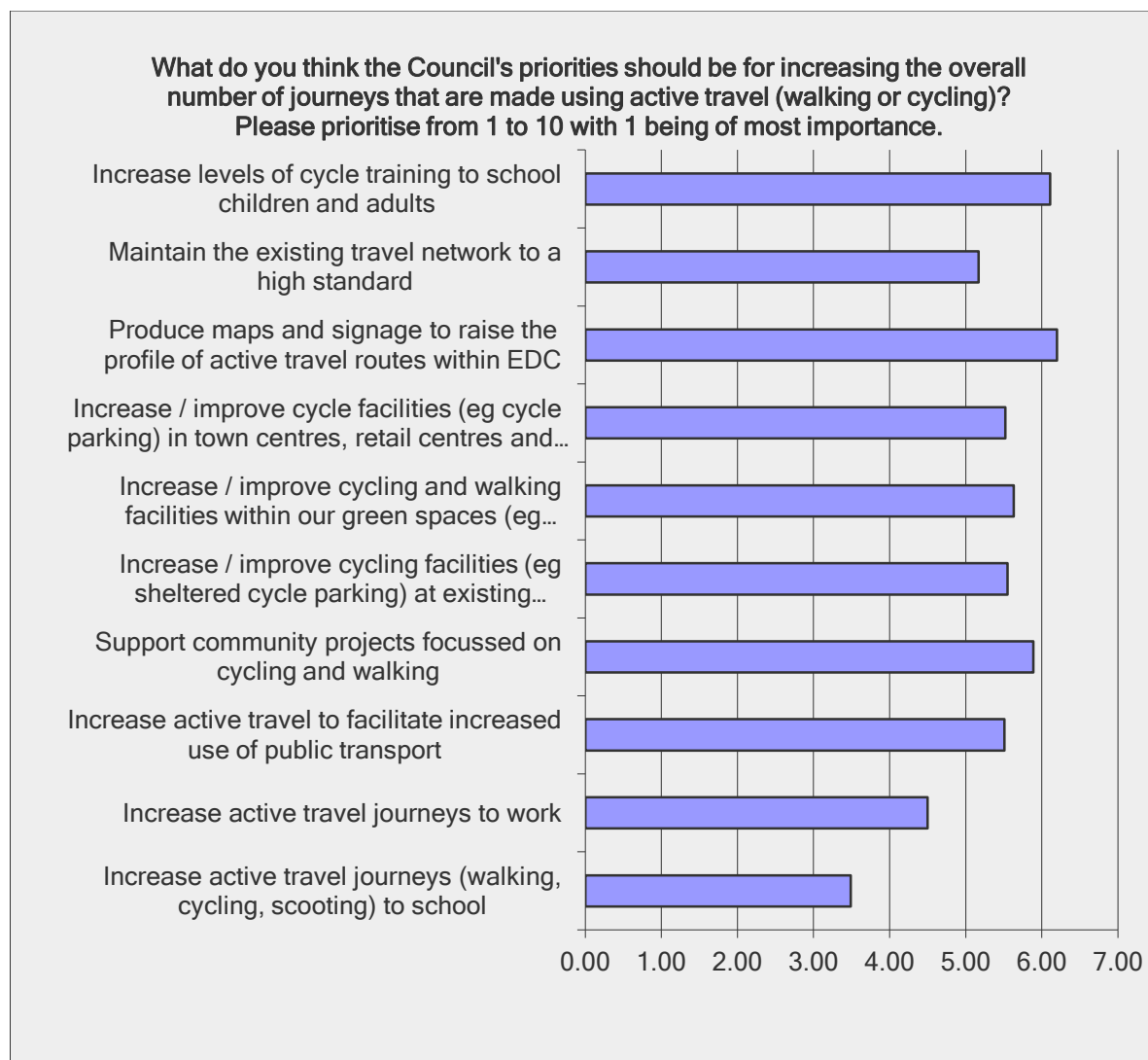
In addition, several other possible objectives were also scored highly. These were 'Modal shift (transfer from car to more sustainable modes of transport or active travel) for everyday journeys' (43%), 'Improved health' (42%) and 'Creating better quality places for people by prioritising pedestrians and cyclists over motor vehicles' (48%).

Question 20

What do you think the Council's priorities should be for increasing the overall number of journeys that are made using active travel (walking or cycling)? Please prioritise from 1 to 10 with 1 being of most importance.

Answer Options	1	2	3	4	5	6	7	8	9	10	Rating Average	Response Count
Increase active travel journeys (walking, cycling, scooting) to school	37	10	7	5	5	5	5	6	2	5	3.49	87
Increase active travel journeys to work	9	26	7	6	2	9	5	5	6	7	4.50	82
Increase active travel to facilitate increased use of public transport	6	9	16	9	5	2	4	9	13	9	5.51	82
Support community projects focussed on cycling and walking	4	8	6	7	9	11	11	8	7	9	5.89	80
Increase / improve cycling facilities (eg sheltered cycle parking) at existing buildings (eg schools, libraries, leisure centres, etc.)	2	7	9	14	13	7	8	8	11	3	5.55	82
Increase / improve cycling and walking facilities within our green spaces (eg Mugdock Country Park, Peel Park, etc.)	9	2	8	8	8	18	8	12	6	5	5.63	84
Increase / improve cycle facilities (eg cycle parking) in town centres, retail centres	3	4	15	9	8	10	18	4	7	4	5.52	82

and local attractions.													
Produce maps and signage to raise the profile of active travel routes within EDC	1	6	8	7	17	7	9	16	4	12	6.20	87	
Maintain the existing travel network to a high standard	14	9	7	8	6	7	7	10	12	4	5.17	84	
Increase levels of cycle training to school children and adults	6	8	7	10	11	4	5	2	10	21	6.11	84	
answered question												93	
skipped question												58	



In terms of priorities for specifically increasing the number of active travel journeys; journeys to schools was considered a particular priority by respondents, however increasing journeys to work was a popular second priority. Beyond these two journey types however there was no clear consensus on priority of other methods that should be focused on.

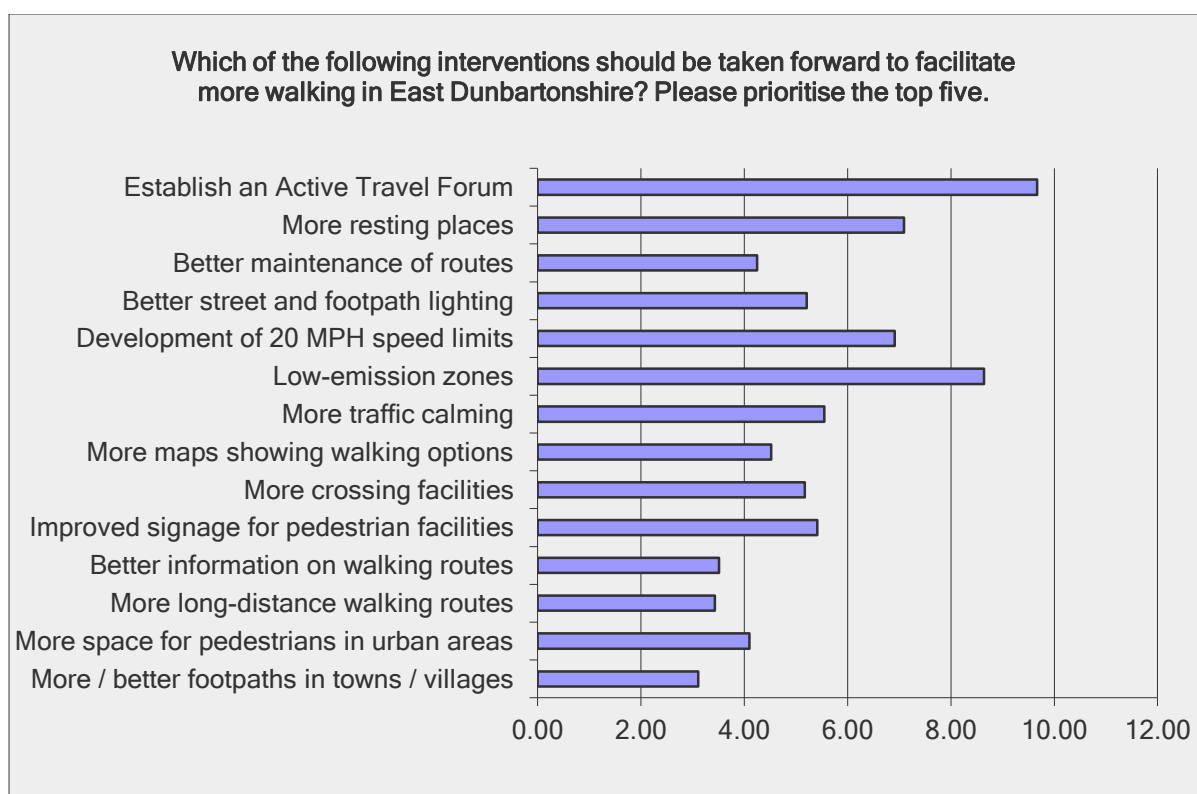
Although a notable number of respondents did identify maintaining the existing network to a high standard as a number one priority, this was almost equally off-set by a similar number making this one of their lowest priorities.

Question 21

Which of the following interventions should be taken forward to facilitate more walking in East Dunbartonshire? Please prioritise the top five.

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	14	N/A	Rating Average	Response Count
More / better footpaths in towns / villages	23	13	5	9	8	3	1	1	1	0	1	1	0	0	6	3.11	72
More space for pedestrians in urban areas	7	7	8	7	5	1	2	1	1	1	0	0	1	1	24	4.10	66
More long-distance walking routes	11	7	6	8	5	3	1	1	2	0	0	0	0	0	21	3.43	65
Better information on walking routes	7	9	13	9	6	0	1	2	1	1	0	0	0	0	23	3.51	72
Improved signage for pedestrian facilities	0	5	3	3	13	3	4	1	1	3	1	0	0	0	27	5.41	64
More crossing facilities	3	4	6	6	4	7	3	2	2	2	2	0	0	0	24	5.17	65
More maps showing walking options	2	11	3	6	8	4	6	2	1	0	1	0	0	0	20	4.52	64
More traffic calming	4	5	6	3	3	2	2	5	3	2	0	1	1	1	24	5.55	62
Low-emission zones	1	1	0	0	1	2	1	5	4	3	3	3	0	1	35	8.64	60
Development of 20 MPH speed limits	3	1	5	4	4	0	0	2	2	4	3	1	3	1	29	6.91	62
Better street and footpath lighting	4	10	6	3	7	2	2	2	3	2	5	1	0	0	19	5.21	66
Better	1	5	1	1	3	1	1	0	2	1	2	5	0	0	11	4.25	67

maintenance of routes	4		2	0														
More resting places	0	2	4	6	6	1	1	2	1	1	1	5	4	0	27	7.09	61	
Establish an Active Travel Forum	2	1	2	2	2	0	0	0	0	1	1	1	1	0	5	33	9.67	60
answered question																	81	
skipped question																	70	



Again, respondents could select various options for how they would seek to facilitate more walking with the aggregate rating system used to account for the ranking given to each option by a respondent.

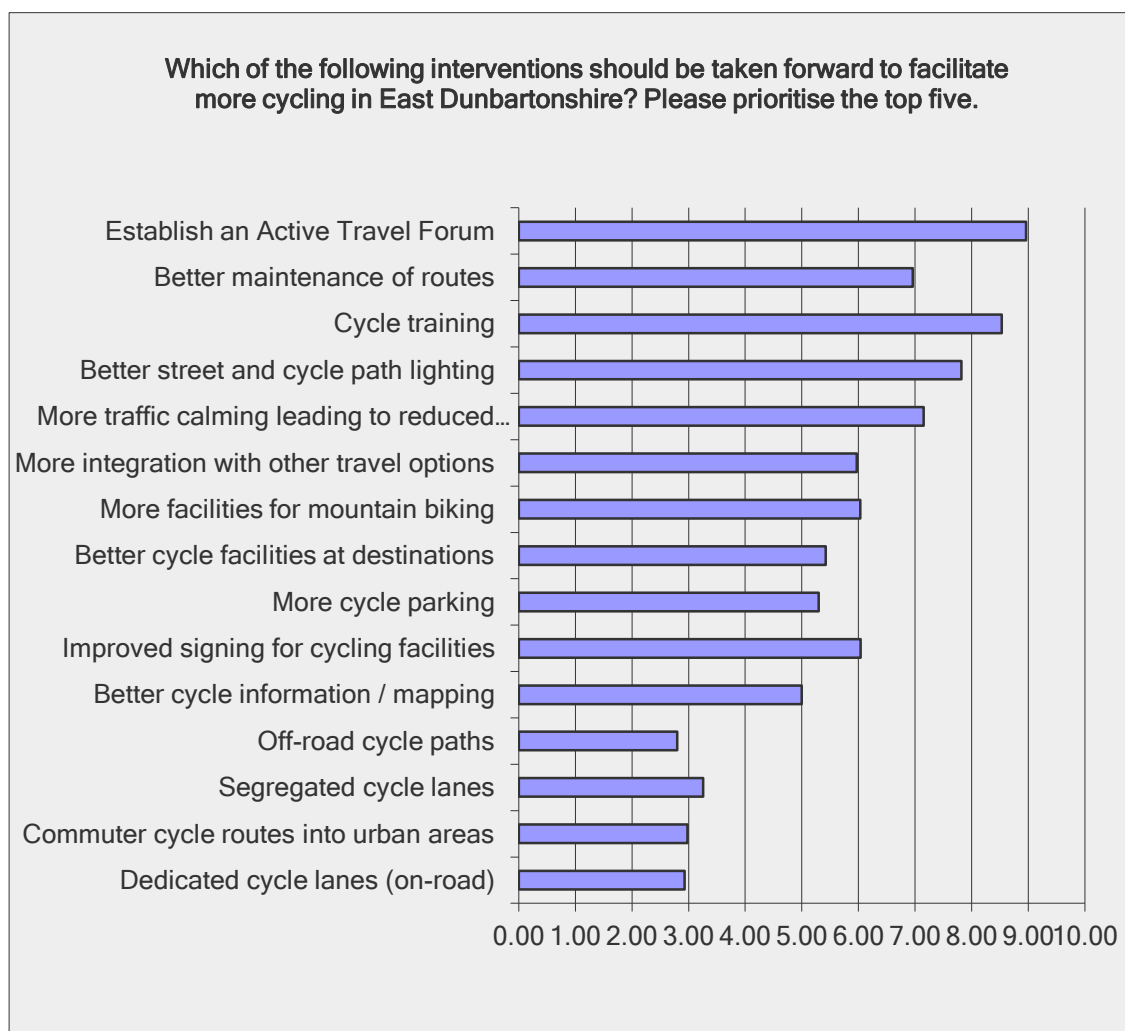
'More / better footpaths in towns / villages' is the most popular intervention favoured by respondents to increase walking, with this being identified by far more respondents (23) as their number 1 ranked preference compared to 'Better maintenance of routes' as the next most popular option (14). 'More / better footpaths in towns / villages' was also the most popular second ranked option for those who had identified an alternative first choice.

'Better information on walking routes' and 'More long-distance walking routes' were also options that scored well in aggregate rating terms.

Question 22

**Which of the following interventions should be taken forward to facilitate more cycling in East Dunbartonshire?
Please prioritise the top five.**

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	N/A	Rating Average	Response Count
Dedicated cycle lanes (on-road)	19	6	9	1	5	2	1	0	0	0	0	1	0	1	0	20	2.93	65
Commuter cycle routes into urban areas	13	17	7	3	5	3	3	0	0	0	1	0	0	0	0	15	2.98	67
Segregated cycle lanes	13	13	12	7	2	1	3	1	0	0	0	0	1	0	1	19	3.26	73
Off-road cycle paths	18	9	11	13	2	0	1	0	1	1	0	0	0	0	0	17	2.80	73
Better cycle information / mapping	1	4	5	4	9	6	1	3	1	0	0	0	0	1	0	28	5.00	63
Improved signing for cycling facilities	0	2	2	3	3	8	3	2	2	1	0	0	1	0	0	33	6.04	60
More cycle parking	2	4	3	4	2	2	6	4	2	1	0	0	0	0	0	32	5.30	62
Better cycle facilities at destinations	0	5	7	8	5	2	3	8	3	1	1	0	0	0	0	24	5.42	67
More facilities for mountain biking	1	4	3	4	4	1	1	1	7	2	1	1	0	0	0	32	6.03	62
More integration with other travel options	3	2	5	9	5	0	0	1	2	8	4	0	0	0	0	27	5.97	66
More traffic calming leading to reduced vehicle speeds	1	3	3	6	7	1	1	1	2	2	7	5	0	0	1	26	7.15	66
Better street and cycle path lighting	2	2	2	4	4	1	0	1	1	3	2	8	3	0	0	29	7.82	62
Cycle training	2	0	2	1	8	0	1	0	1	1	2	2	8	2	0	33	8.53	63
Better maintenance of routes	5	5	6	5	4	1	2	0	1	1	1	1	4	9	0	21	6.96	66
Establish an	0	1	0	1	8	2	0	1	0	0	1	0	1	4	4	37	8.96	60

Active
Travel
Forum*answered question* 82*skipped question* 69

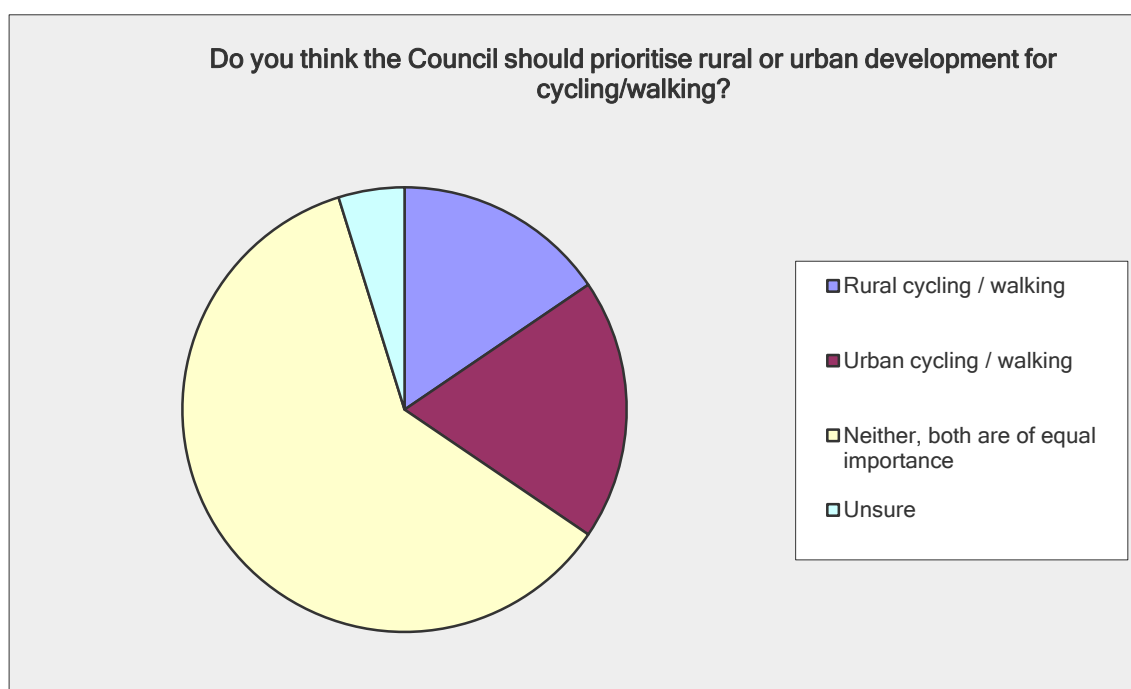
There were four very evidently preferred interventions for increasing cycling, with very little between them in terms of aggregate rating. These options were: 'Dedicated cycle lanes (on-road)', 'Segregated cycle lanes', 'Off-road cycle paths' and 'Commuter cycle routes into urban areas'.

Whilst some other options were somewhat more popular than others, none of these other alternatives were comparable in popularity to the four aforementioned interventions.

Question 23

Do you think the Council should prioritise rural or urban development for cycling/walking?

Answer Options	Response Percent	Response Count
Rural cycling / walking	15.5%	13
Urban cycling / walking	19.0%	16
Neither, both are of equal importance	60.7%	51
Unsure	4.8%	4
<i>answered question</i>		84
<i>skipped question</i>		67



Respondents clearly indicated that their view is that rural development and urban development are of equal importance rather than either one or the other. Over 60% of respondents stated that this was their view, with it also being noted that even amongst those who said that one should be prioritized over the other, there was a close split in the number of respondents in identifying which was considered more of a priority.

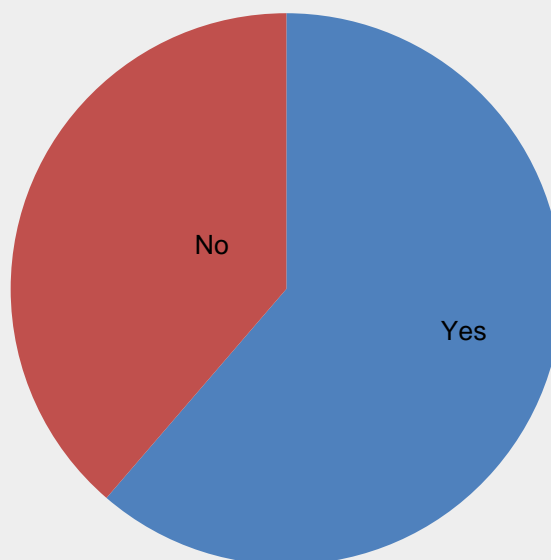
Question 24

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

Do you agree that this is an appropriate aspiration for active travel in East Dunbartonshire?

Answer Options	Response Percent	Response Count
Yes	60.7%	51
No*	38.3%	33
*This option accounts for both those who simply selected 'No' as an options, as well as those who selected 'No' and specified an alternative statement		
<i>answered question</i>		84
<i>skipped question</i>		67

"East Dunbartonshire is a place where walking and cycling for everyday journeys is a convenient, viable, safe and attractive choice for residents and visitors." Do you agree that this is an appropriate aspiration for active travel in East Dunbartonshire?



A notable majority of respondents - just over 60% - agreed with the aspiration for the Active Travel Strategy 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."

Question 25

What do you think are the main barriers and reasons for not walking and cycling in your area? Please be as specific as possible in your response referencing locations where possible.

This question sought bespoke responses from respondents, so no quantitative information is displayed in tables or graphs. Instead an overview of commonly recurring points identified in responses is provided below:

- Particular support for dedicated cycle lanes as roads are too busy and unsafe. These lanes can then facilitate access dedicated cycle routes
- Dangerously fast traffic and inconsiderate drivers. Excessive volume of traffic causing pollution and road safety issues, particularly identified around schools.
- Cycling is a road issue, need better quality roads
- Poor signage, including signs reminding drivers of speed limits
- There are 'stop-start' sections of Cycle routes which not helpful and often creating danger spots with the routes often not going anywhere.
- Poor state of pavement in various locations, with dangerously narrow pavements along busy roads.
- Not enough circular walking routes that are less than 5 miles.
- Better public transport facilities to promote Active Travel, especially at stations.
- All new housing developments should be built with segregated cycle and pedestrian paths and clear links to cyclepath and pedestrian network.
 - Improve availability of secure bike storage/parking facilities, in particular at Kirkintilloch town centre and in Milton of Campsie and Lennoxtown.
 - Promotion of mountain biking opportunities in Lennox Forest, Lennoxtown.
- Walking routes up on to the Campsies are unclear.
- Create a park and ride on former Bishopbriggs High site or at Westerhill.
- There are no barriers.
- More traffic calming required as people regularly speed on local roads, with this making streets safer for both pedestrians and cyclists – especially as cycling lanes are not an option on these roads. Some comments noting that 20MPH should be the default speed limit in all urban areas.

Question 26

In your local area, where specifically would you like to see investment to improve the walking / cycling network? This can include addressing any specific local issues such as removing an existing barrier, improving an existing part of the network or providing a new link.

Please be as detailed as possible in your response and provide multiple examples if you wish. Please use the link below to add pin points to the map to show us the location of your suggestions.

This was a question looking for bespoke responses from respondents, so an overview of commonly recurring points identified in responses is provided below:

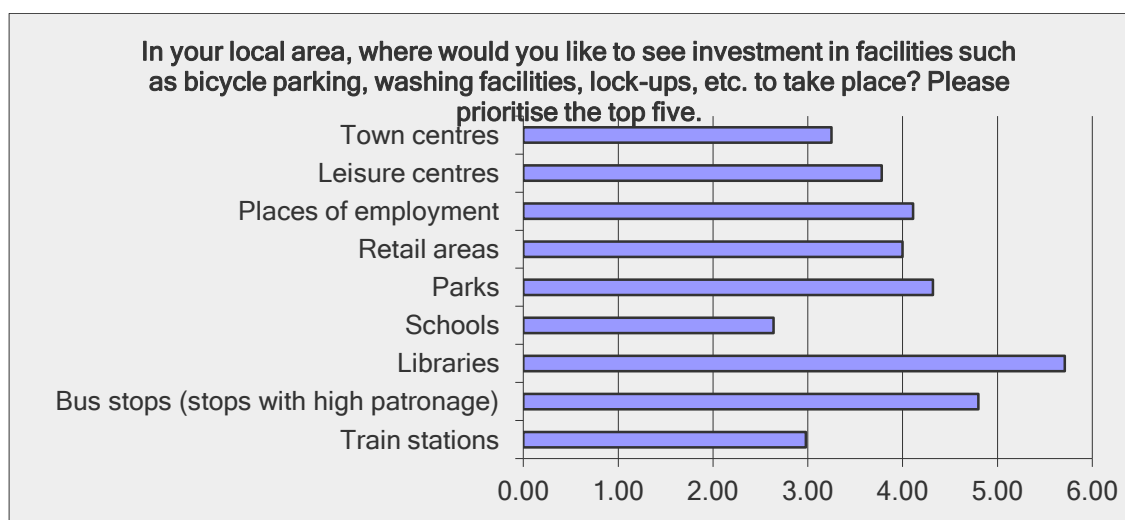
- Once again very strong support for segregated cycle routes forming a direct coherent and continuous network. Particular upgrades are suggested as follows:
 - Routes going into city centre, with better linkage from Milngavie to Glasgow including along Switchback and A81 between Rannoch Drive and Canniesburn Toll.
 - Mosshead area could be used to allow children to safely cycle to school, visit Kilmardinny playpark/loch, the wedge and Allander.
- Create and improve dedicated cycle paths, in particular stretches at:
 - Route out of Bearsden to connect to canal at Westerton Station to allow commuting into Glasgow along Forth and Clyde Canal
 - Direct cycle routes to connect Mugdock to Milngavie and Bishopbriggs.
 - No link from Milngavie to Torrance
- Alterations to Bearsway are suggested, in particular concerns about the cycle lane crossing over lanes of car traffic. Some comments suggest redressing this lane crossing issue, however others seek reversion to previous layout.
- More general road investment to facilitate cycling, including:
 - street lighting along A803 between Kirkintilloch and Torrance Roundabout
 - B819 Crosshill Rd is too narrow and has too many right angle bends and has no pavement
 - A807 between Bardowie and Balmore. Improve and widen pavement to make this safer and perhaps conversion into a shared cycle/pedestrian path.
- Improve the Forth & Clyde canal path by tarmacking the section close to the Bishopbriggs Leisuredome. This would create a tarmacked 11 mile section into the city centre which is traffic free. The towpath on the approach to Twechar is very narrow and uneven.
- General Active Travel links provided or upgraded to:
 - Kelvin River Link from Cadder Bridge to Boclair Roundabout
 - Birdston to Torrance Link.
 - Many places in Bearsden/Milngavie would benefit from routes to their train stations.
- New and upgraded pedestrian crossings needed along , in particular:

- The area on Drymen Road adjacent to the turning to the ski club.
- Across the main road to the Clinic in North Campbell Ave.
- Main Road on old railway line at Lennoxtown.
- In areas surrounding schools following consultation with schools on key crossings.
- Garngaber Road halfway between the large gap between lights
- New and upgraded walking paths, with the following specific suggestions made:
 - Seating along longer walks
 - Walking provision along the Switchback
 - A route from Bishopbriggs to Lenzie to access Lenzie moss or the railway path. The Canal can get congested.
 - Dobbies Garden Centre / Tickled Trout from the Allander Walkway
 - Link to Kessington from the Allander Walkway
 - Link Strathkelvin walkway with Milton of Campsie cross
 - Walking links between the east of Bishopbriggs, Strathkelvin Retail Park, the town centre and the canal
- Improve pavements in various locations, including along Marguerite Grove, Marguerite Avenue and Beech Road, Lenzie. Also widen pavements next to A-roads and reduce cars parked on pavement blocking pedestrian flow, especially around schools .

Question 28

In your local area, where would you like to see investment in facilities such as bicycle parking, washing facilities, lock-ups, etc. to take place? Please prioritise the top five.

Answer Options	1	2	3	4	5	6	7	8	9	N/A	Rating Average	Response Count
Train stations	18	7	7	7	5	0	1	3	1	11	2.98	60
Bus stops (stops with high patronage)	2	5	2	2	4	4	1	2	3	23	4.80	48
Libraries	1	1	1	3	4	9	6	1	2	19	5.71	47
Schools	10	12	10	6	2	1	1	0	0	12	2.64	54
Parks	4	2	5	9	10	1	3	3	0	16	4.32	53
Retail areas	5	7	10	5	6	3	3	2	2	11	4.00	54
Places of employment	3	9	10	1	4	1	3	4	2	14	4.11	51
Leisure centres	5	8	4	11	7	0	1	4	0	13	3.78	53
Town centres	12	7	8	11	10	1	0	2	0	8	3.25	59
<i>answered question</i>												64
<i>skipped question</i>												87



This question sought to identify the specific targets for investment in facilities, with an aggregate rating system used to account for weighting that respondents could give to various options they could select. The lower the rating, the more popular the option.

In aggregate rating terms seen in the graph above, schools were identified as a particularly preferred area where investment in facilities should be sought. Train stations were also very popular as a source of investment in facilities, with this option actually having the highest number (18) of respondents identifying them as their foremost preference for investment. 12 responders selected town centres as a first choice for investment amongst responders. The means that these three locations create a clear 'top 3' preferred investment options given that each were also supported as second and third choice preferences amongst respondents.

Responses to Question 25

Q25 What do you think are the main barriers and reasons for not walking and cycling in your area? Please be as specific as possible in your response referencing locations where possible.

Answered: 64 Skipped: 90

#	Responses	Date
1	See my comments on previous page about the dangers of cyclists increasing use of pavements which appears to go unchecked. I have even witnessed the police also adopting this practice.	7/10/2015 2:59 PM
2	Many people do not cycle as they believe that it is unsafe due to the lack of safe segregated cycle lanes across our local area. Also many people find it scary to be near fast moving motor vehicles. The indirect routes also on offer are an other very important reason why people don't walk or cycle.	7/10/2015 1:39 PM
3	Selfish behaviour by car users is No1. Their individual and collective behaviour creates fear amongst would be cyclist and walkers. 2 Our obsession with the weather	7/9/2015 5:37 PM
4	foot-friendly routes are often longer [eg Kirkintilloch Rd N of Bishopbriggs	7/8/2015 9:42 PM
5	As a cyclist who cycles to work using Milngavie Road between Hillfoot and Milngavie, the cycle lane 'improvements' are anything but this. The road was perfectly good before these works were carried out. Is it far more dangerous now as these cycle lanes require crossing two lanes of traffic in a number of places. I'm embarrassed as a cyclist to use this cycle lane as they still hinder motorists and are not beneficial. As a motorist who drives along Milngavie Road between Hillfoot and Milngavie, the cycle lane has grossly reduced the width of the road. The main concerns for this is that should an emergency vehicle need to get passed, there is no longer any space for them to get past as the cycle lane now takes up half of the road. Additionally, the bus stops have been brought into the road, and this causes further congestion as cars can no longer get past. As both a cyclist and a motorist, there is no good justification for the new cycle lane, and would quite frankly put people off cycling rather than encouraging them to cycle.	7/8/2015 5:36 PM
6	Poor state of pavement as they have their own pot holes together with weeds, litter and dog fouling. Too much attention is paid to Town Centres and not the everyday streets surrounding households as people need to be able to come from their property along pleasant routes. In the winter these routes need to be snow ploughed and ice free. A Council demonstrating that they value their tax payers would be demonstrated by this instead of residents being asked to compromise. There is a very low demand for cycling and people cannot carry out their day to day activities, shopping , doctors appointments work etc on a bike. However good pavements and public transport connections would be much better. You ask how folk travel to work and do not give an option to select both bus and train which many residents require to do in this area to get to work. Therefore need reliable connections. Many drive to get a connection.	7/7/2015 7:46 PM
7	The walking/running links between the east of bishopbriggs, the town centre and canal are poor and require improving. My main concern is the railway crossing at Ariva and the new town bypass to the east. This area requires a separate walkway linking town and the canal.	7/7/2015 4:54 PM
8	20 MPH not being the default speed limit in all urban areas Not enough segregated cycle routes forming a direct coherent and continuous network	7/6/2015 11:01 AM
9	There are no barriers. I enjoy walking and do so when can. The nature of my job necessitates the use of my car daily. I would prefer to walk because the parking in Milngavie is a joke and don't see that charging will improve this. My route if I did walk if very good	7/6/2015 10:43 AM
10	I would walk more if there were better public transport facilities. The weather is unpredictable but there is no option to jump on a bus or train if the weather turns bad. Buses are very few and far between and the train is too expensive.	7/5/2015 10:04 PM
11	No where to park bikes in Milton of Campsie /Lennoxtown. Walking routes up on to the Campsies are unclear, and the route over the tops to Carron valley- the styles and wood bridges are rotting. Also camping at the Campsie Glen is causing a lot of litter. The connection between Strathkelvin retail park and Fort and Clyde canal is a but tricky and has a tendency to have glass leading to punctures.	7/5/2015 6:47 PM

East Dunbartonshire Active Travel Online Survey

12	Dangerously narrow pavements along busy roads. Pigeons under railway bridge in Milngavie. Poor signage (e.g Allander Walkway-could also do with tarding up entrance to walkway and exit at Dobbies with safe crossing.	7/5/2015 5:49 PM
13	Walking is fine, should only be a time issue. Cycling is a road issue, need better quality roads and most importantly cycle lanes/routes	7/5/2015 3:08 PM
14	traffic	7/3/2015 6:20 PM
15	Poor weather and the place is filthy, so it looks unattractive. Clean up the streets.	7/2/2015 7:35 PM
16	I think there are already good facilities for walking/cycling in East Dunbartonshire. However the Council, while trying to improve cycling opportunities, has made a very bad and potentially dangerous error in the two way cycle lane on Milngavie Road. This needs urgently reviewed as it could make cycling more dangerous due to the number of crossing points and you may find cyclists will exercise their right in law to use the main road, rather than stop & cross. The previous road layout worked well for cyclists and motorists. The current layout brings cars/lorries closer to pedestrians and made me feel unsafe walking down to the station. As a driver the road narrowing also feels unsafe as large lorries now pass cars with inches to spare. I do not cycle as I am not a confident cyclist. My husband has cycled to work down Milngavie Road for over 17 years but has recently suffered abuse from motorists for cycling up from Hillfoot on the road rather than risk crossing at Kilmardinny Avenue due to it feeling unsafe. He commented that regrettably the new layout may put cyclist off rather than encourage them. I currently do not walk short journeys due to time pressure but this will change soon when I retire from full time employment.	7/2/2015 6:19 PM
17	Bad bus routes between towns, excessive school teaffic due to illogical school catchment areas.	6/30/2015 10:38 PM
18	No crossings on Garngaber Road halfway between the huge gap between lights in Lenzie. Dangerous single track narrow tunnel at Easter Garngaber (please read my emails to the council, MP's and MSP's with regards to this) where pedestrians are too close to cars allowed to travel at 30mph. This route would be for Lenzie Academy pupils and. Millersneuk Primary pupils.	6/30/2015 12:27 AM
19	The shocking state if pavements in the Kessington area. The total waste of tax payers money on cycle ways that cyclists do not use. The total waste of taxpayers money in dangerous build outs in Rannoch Drive which totally contravene the Highway Code. Please note this as advance warning in case if any future claims.	6/29/2015 5:40 PM
20	Traffic speed and lack of consideration for non vehicle road users Very poor condition of roads and pavements.	6/29/2015 1:33 PM
21	Bitty lengths of Cycle routes, not helpful and often creating danger spots. Bus (and train) service is poor so these is little incentive to walk to a bus. Cycling lacks appeal due to sheer volume of cars on the road. I used to cycle heavily several years ago (not in EDC) but latterly have been put off by the selfishness of drivers.	6/29/2015 12:39 PM
22	Traffic congestion and speeding by motorists.	6/29/2015 11:21 AM
23	I live in the Mosshead area of Bearsden. My husband and I often choose to walk (when we have the time!) to Bearsden or Milngavie & the network of paths in the area lends itself to this. Also areas like the Kilmardinny Nature Reserve make it very appealing. We have cycled from our home to Mugdock because we can stay away from the main roads or cycle on pathways most of the route. We have done this to get to the reservoirs out the back of Milngavie too & love that we can do this from our door. We have also driven with our bikes on many occasions to make use of the Strathkelvin Railway Path, another opportunity that we really value. Neither of us are keen to cycle on roads when there are no cycle lanes on them so we avoid routes that involve this. For us this is the main barrier to using our bikes more. I don't personally feel there are many barriers to walking locally. We probably live in one of the best areas for urban & rural walking.	6/29/2015 11:03 AM
24	Speed of cars through villages, but I do not want more speed bumps they are damaging our small towns as no one want to drive over them! More visual cues to a specific car speeds with happy sad faces seem to work well. Cost of a bicycle and motivation to get up and move!	6/29/2015 10:53 AM
25	Vehicles on the road show no consideration for other road users ie roundabout at the junction of waterside road and initiative rd	6/29/2015 10:38 AM
26	I haven't been aware of walking/cycling routes connecting my home to the town centre as a short, traffic-free route.	6/29/2015 10:14 AM
27	Poor cycle lanes/routes.	6/28/2015 9:08 PM
28	I've completed survey as a "walker", but I dont walk anymore, I use a mobility scooter daily. I find the pavements in a very poor condition and a lot of the lowered pavements in Bearsden aren't very low. They are usually low at one side but higher at the other side! I also take my dog up to Langfaulds Park where there are no official lowered access points, only one with a build-up of earth!. Some proper lowered access would be good.	6/25/2015 5:27 PM

East Dunbartonshire Active Travel Online Survey

29	There are no barriers to walking. For cycling the barriers are mostly the weather and the ignorance of a small fraction of drivers who make cycling miserable.	6/25/2015 5:12 PM
30	As a cyclist, I feel as though volume of traffic is the biggest factor in putting me off cycling to work on a more regular basis. I usually drive to work from Glasgow to just outside Milngavie, but sometimes choose to cycle. I feel as though the benefits of cycling are almost cancelled out by the negative aspects, which include: - volume of traffic: intimidating to cyclists and often overtake alarmingly close and fast. I never feel at ease cycling in traffic - air quality, again due to traffic volume/congestion. Not nice breathing in polluted air when working hard to climb a hill! - the route from Milngavie Road to Switchback road via Canniesburn Roundabout is hazardous for cyclists.	6/25/2015 11:30 AM
31	I enjoy the cycle into work along the Strathkelvin Railway from moodiesburn to Kirkintilloch, but the route can be hampered by over hanging vegetation, and occasional broken glass and fly tipping. Whilst at work I will also use the Strathkelvin route to get to Lennoxton. What the community has done at Milton of Campsie Station is a fantastic example of what can be achieved. I would like to see public toilets (with drinking water) at lennoxton. I hear from others that links from other villages (Torrance) are not great	6/25/2015 11:12 AM
32	The unpredictable weather! The amount of dog dirt on existing routes	6/24/2015 10:46 PM
33	Traffic. Inconsiderate drivers, no lighting on off road routes during winter. Poor facilities at train stations for cycle parking. Too much car priority in urban areas with poor air quality.	6/24/2015 8:44 PM
34	Pavements are poorly maintained- mosshead area Too many residents drive, making walking by roads very unpleasant (drymen road, milngavie rd) Walking in residential zones can be dangerous, drivers frequently go too fast and ignore pedestrians There are no safe cycling lanes- all share space with buses, or car parks in them, or they suddenly stop	6/24/2015 8:14 PM
35	Time constraints and safety	6/24/2015 6:16 PM
36	The weather. Laziness. Danger. Fatness and lack of fitness. Being always in a rush/having to cram too much into one day. Everyone working, many for long hours. Children overly used to being ferried everywhere so unused to walking and unable to walk any distance without pain and fatigue.	6/24/2015 1:24 PM
37	Poor Road condition is a major barrier to cycling.	6/24/2015 12:59 PM
38	The current cycle path along Milngavie road is a death trap. Unthought-out paths that jutt into road traffic. Lanes cut off by pedestrian crossings, forcing the cyclist out of lane and risking pedestrian and vehicular accidents. The 'new' upgrades have made things worse.	6/24/2015 11:19 AM
39	To much traffic and parked cars in the road for cycling and not enough space on pavements. For walking there is little pavement space, they are uneven and have huge holes in them with little street lights.	6/24/2015 10:55 AM
40	Heavy traffic and lack of suitable footpaths alongside roads	6/24/2015 10:19 AM
41	Roads too busy with impatient drivers. Elderly being the worst offenders in the area. Driving too close to cyclists	6/23/2015 6:05 PM
42	Intolerant motorists. Poorly parked cars on carriageway and pavement.	6/22/2015 4:08 PM
43	Roads are too busy and dangerous. Not enough circular walking routes that are under 5 miles. Farmers blocking of paths.	6/22/2015 11:32 AM
44	Craigton Road in Milngavie is supposed to have a speed restriction of 30mph. There's not a single sign on the whole of the road to illustrate this. Cars constantly speed on this road, sometimes way in excess of 30mph - more like 60mph. Unfortunately I don't believe that either the police or EDC are remotely bothered by this fact, since nothing has been done to properly control or even notify drivers of the speed restriction. I'm certain that there will be many other roads within East Dunbartonshire that have similar problems. Fundamental problems like this need to be fixed first before anyone would feel safe cycling in the roads. Sadly, as always, I don't think EDC have the competence to be able to do anything about this. I live in hope, but fear that EDC will continue to disappoint.	6/20/2015 12:30 PM
45	Cycling on the road is dangerous for both cyclists and motorists. In my opinion it should be abolished and pavements should be widened to allow dedicated cycling use. If it were legal and allowed to cycle on pavements I would do it but I am not putting my life at risk on the roads.	6/20/2015 11:26 AM
46	It is not feasible to expect people to walk or cycle for anything other than recreation. As a full time working mum who needs to juggle numerous journeys into a working day there would not be time to do these on foot or by cycle. Although I could in theory cycle 6 miles to work in the city I very often require my car to attend meetings in Greenock, Edinburgh or further and could not use public transport due to the remoteness of where I am going.	6/20/2015 8:57 AM

East Dunbartonshire Active Travel Online Survey

47	In Bishopbriggs it is difficult to access the canal and other safe routes without having to use busy roads to get there. Especially difficult with young children. Westercleddens road is a particular problem with speeding cars along the whole route. It is often difficult to cross this road.	6/20/2015 8:12 AM
48	Where we live in Bishopbriggs, some of the more 'main' residential streets tend to be driven through very fast (ie 30+mph) despite being 30mph zones. 20mph zones would make both walking and cycling safer, and for children getting to schools and crossing roads.	6/19/2015 10:26 PM
49	Cycling - cycling routes do not go anywhere. From Milngavie there is no link to Glasgow (Science Park entrance from where there is a safe and family friendly cycle route to Glasgow) to Torrance to allow access to the canal routes, to Mugdock Park unless on a Mountain bike via Carbeth which is not suitable for young children (there is no direct access for young families with prams to walk to the Park rather than take a car the path beside the Reservoir just stops). Cars park inappropriately at corners. The new cycling route at present has not solved the problem of the roundabout at the Homebase site. There are no routes linking for populations to schools. Adults with children of a certain age should be allowed to travel on pavements as long as pedestrians are given the right of way. Walking/Cycling - There is no safe walking or cycling route to the site of the proposed new Primary School in Bearsden from Milngavie even though the catchment will include Milngavie pupils. Walking - Cars parked on pavement blocking paths. Cars parked inappropriately around schools. A lack of safe pedestrian crossing points. Cars travelling too fast on roads.	6/19/2015 8:12 PM
50	Shared use of roads between cyclists and motor vehicles is too dangerous. Dedicated cycle paths with identified crossings of busy roads are necessary for cycle safety but also to lessen cyclists deliberately provoking reaction by obstructing other transport.	6/19/2015 7:09 PM
51	Pavement parking, everywhere. Nothing is ever done about it. You need to put a stop to it. This is the number one problem for pedestrians. Lack of segregated cycleways on all main roads is the fundamental barrier to increased cycling.	6/19/2015 6:38 PM
52	Try walking or cycling between torrance and Lennoxton. No pavement or cycle path means it is only for the brave. Similarly between Milton of Campsie and Lennoxton.	6/19/2015 5:49 PM
53	I see plenty walking and cycling in my area.	6/19/2015 5:27 PM
54	All new housing developments should be built with segregated cycle and pedestrian paths and clear links to cycle path and pedestrian network. Provision of mandatory cycle instruction for children at school; encourage children to cycle to work. Introduction of a mandatory 20mph enforceable speed limit in all residential areas and on roads linking to schools. Insufficient cycle parking that is under shelter and is safe and secure Poorly maintained road and pavement surfaces that whilst may be OK for cars to drive on may be dangerous for cyclist. e.g. holes and raised surfaces around iron works and along gullies. Lack of cycle repair shops/facilities A dominance of the car as the preferred form of transport e.g. in Kirkintilloch - Why can Cowgate not just be pedestrianised completely?	6/19/2015 2:19 PM
55	Difficulties where cycle/walking paths meet busy roads; personal security along long stretches where you don't often meet other folk; secure, easily accessible bike parks; easily accessible/signposted routes between rural areas and urban areas; lack of secure cycle parking facilities in school; lack of place to leave wet outdoor clothes (putting them into a small locker together with school books isn't a good idea!); knowing that local youth often hang around cycle/walk path drinking, etc; broken glass on paths; most off-putting during winter months because of lack of lit routes. NB: all these above written with travel from Milton of Campsie to Kirkintilloch/Lenzie and Lennoxton in mind. Also no public transport and no easy way to get from here to Mugdock, for example, or Colzium.	6/18/2015 5:29 PM
56	road traffic. and if you allow the red moss development to go ahead there will be even more traffic on the roads thus discouraging people from cycling and walking	6/18/2015 4:24 PM
57	1/ Weather... Let's not kid ourselves. The weather here is wet and miserable for a large part of the year. That ain't gonna change. Don't look at London and Amsterdam and say that we should be copying them without looking at the realities of the weather here. Therefore the £££ spent must reflect that cycling/walking is only ever likely to appeal to a small number regardless of the amount spent on the most wonderful facilities. 2/ If I cycle to to village, or just about anywhere, there is a lack of secure parking for a bike.	6/18/2015 3:19 PM
58	I have no interest in cycling and public transport to and from Milngavie is unreliable and useless. 10 minute walk to the nearest bus stop and 20 minutes to the Railway station	6/18/2015 12:21 PM
59	In Milton of Campsie there is only one bus, with increasing and exact bus fares. If you have children and bags or other belongings or are going shopping, the car is the only way to take everybody to where ever they are going. The main barrier to walking is the bus service. The railway line is good to walk or cycle down if there is daylight and people are about. It is very secluded if there is no one else there and does not give a sense of security.	6/18/2015 12:12 PM
60	Too many inconsiderate drivers of too many cars	6/18/2015 10:52 AM

East Dunbartonshire Active Travel Online Survey

61	As above- hills, weather, totally inadequate safe cycle lane provision. I walk at Mugdock and elsewhere, I sometimes cycle to work through the Vet School (to Anniesland) but have to contend with gates, kerbs, terrible traffic etc. I avoid some of this by illegally riding on the wide, empty pavements.	6/18/2015 10:36 AM
62	not enough routes to cover many starting points and destinations. Some housing areas 'cut off' with no foot/cycle path links Few all-weather routes	6/18/2015 10:32 AM
63	Lack of paths.	6/18/2015 10:27 AM
64	I choose not to cycle- dogs, dog fouling, rain, wind are all barriers. I walk locally but there are few places of interest that are within reasonable walking distance.	6/18/2015 10:17 AM

Responses to Question 26

Q26 In your local area, where specifically would you like to see investment to improve the walking / cycling network? This can include addressing any specific local issues such as removing an existing barrier, improving an existing part of the network or providing a new link. Please be as detailed as possible in your response and provide multiple examples if you wish. Please use the link below to add pin points to the map to show us the location of your suggestions.

http://www.maps.eastdunbarton.gov.uk/LocalViewext/Sites/ATS_Survey_link/

Answered: 47 Skipped: 107

#	Responses	Date
1	more traffic calming as people regularly speed on local roads such as Iain Rd. where the limit is 20mph but drivers regularly do between 30 and 40mph and this is very unsafe as there are a number of young children living in this area that are put at risk.	7/10/2015 1:39 PM
2	Where work has ben done eg canal towpath, Kelvin Way &c, not all sections have been completed.	7/8/2015 9:42 PM
3	As described above, and being a cyclist myself, I think it best that the new cycle lane between Hillfoot and Milngavie is removed or improved to encourage cyclists.	7/8/2015 5:36 PM
4	Are you encouraging people to walk along the A81 cycle route. Then stop referring to walking and cycling in the same context. As a result this question cannot be answered properly. Investment in walking routes and existing pavements. This questionnaire is loaded to produce the answers you want. People would like nice bus stops but not necessarily with bicycle racks as they will not be used such as the A81 works have demonstrated.	7/7/2015 7:46 PM
5	See previous answer. I would also like to see investment in the direct cycle route between bishopbriggs and mugdock.	7/7/2015 4:54 PM
6	20MPH being the default speed limit in all urban areas segregated cycle routes forming a direct coherent and continuous network	7/6/2015 11:01 AM
7	I am all for improvements to the local road network to encourage walking and cycling there is no specific area I would highlight. However they need to make you feel safe as a road user whether as a car driver cyclist or walker. The new improvements recently are a nightmare. Cyclists are not using the new designated lanes and I have to admit if I were a cyclist I wouldn't either. Who wants to cross the road from side to side just to use a cycle lane. There will be a serious accident on this road as it is too narrow. Buses are almost over in the other lane and if there is a cyclist on your lane you find it difficult to pass.	7/6/2015 10:43 AM
8	The area on Drymen Rd where you can turn to go to the ski club has no crossings for pedestrians or along Drymen Rd it can be very tough to cross the side roads heading to the cross as there is no zebra crossings. I've stopped running along this route because of the numerous speeding motorists turning off Drymen Rd onto a side street that don't slow down because they have right of way.	7/5/2015 10:04 PM
9	This link causes you to lose the survey see previous question.	7/5/2015 6:47 PM
10	Please see suggestions above.	7/5/2015 5:49 PM
11	An improvement would be putting the A81 Milngavie Road back to how it was before the Bearsway fiasco.	7/2/2015 7:35 PM

East Dunbartonshire Active Travel Online Survey

12	You need to engage appropriately with the cycling community to find out their views on this. We are already well provided for with many paths and parks and the West Highland Way for walking. I'm not aware that there any any bus stops in East Dunbartonshire that have high patronage but would think it unlikely that a cyclist would cycle to a bus stop then take a bus. It's more likely that they would continue their journey by bike.	7/2/2015 6:19 PM
13	Park and ride on former Bishopbriggs High site or at Westerhill.	6/30/2015 10:38 PM
14	Please read the above and liaise with the roads officer at East .Dunbartonshire Council, Graeme McLay.	6/30/2015 12:27 AM
15	remove the cycle way on Milngavie road Remove build outs on Rannoch Drive Resurface pavements in Kessington	6/29/2015 5:40 PM
16	Improve pavement along Marguerite Grove, Marguerite Avenue and Beech Road, Lenzie. It is so poor we need to push the pram in the road. Improve the Forth & Clyde canal path by tarmacking the section close to the Bishopbriggs Leisuredome. This would create a tarmacked 11 mile section into the city centre which is traffic free. Implement cycle friendly speed humps to reduce car speed but to allow cyclists to pass without needing to brake sharply.	6/29/2015 1:33 PM
17	Better cycle/walking provision along the Switchback.	6/29/2015 12:39 PM
18	Segregated cycle paths into the city centre should be created.	6/29/2015 11:21 AM
19	I would like to see continued roll out of cycle lanes on main routes however I know that Local Authorities have many other more pressing matters to deal with in a very reduced budget. I am aware that in our current situation this is perhaps not a priority.	6/29/2015 11:03 AM
20	Facilities for toilets and drink, park bike safely and cleanup if needed!	6/29/2015 10:53 AM
21	Sorry can't think of anything to put here. My husband is a cyclist and I know he thinks the current redevelopment of the cycle path on Milngavie Road is a bad plan. The new layout seems really crazy and poorly thought out.	6/25/2015 5:27 PM
22	It would be good to see all of the Canal towpath surfaced to the same standard as it is through Kirkintilloch. The towpath on the approach to Twechar is very narrow and uneven. Being able to walk the length of the Antonine Wall in ED would open up a great leisure route.	6/25/2015 11:12 AM
23	Safer road crossing at main road on old railway line at lennoxtown	6/24/2015 10:46 PM
24	No straight connection from Bishopbriggs to Glasgow is a glaring missed opportunity. Canal is great but not direct. Plenty places in Bearsden/Milngavie would benefit form cycle or improved walking routes to their train stations.	6/24/2015 8:44 PM
25	Segregated cycle lanes in mosshead area could be used to allow children to safely cycle to school, visit kilmarddiny plspark/loch, the wedge and Allander- these areas would be easy to link up A safe, segregated cycle route out of bearsden to connect to canal at Westerton would allow safe commuting into Glasgow	6/24/2015 8:14 PM
26	Getting bikes off of the roads altogether as they are a menace and their riders a danger to themselves, drivers and pedestrians alike (especially the arrogant, lycra clad brigade who imagine that the rules of the road don't apply to them and that they can do as they please while the rest of us just have to take evasive action or be blamed for squashing them beneath our tires as they change lane without warning and ignore red traffic lights) . Fed up of having to fume in a long traffic queue at peak times because there is a cyclist nobody can get past (which, incidentally causes increased pollution so so much for cycling being green). It most certainly is not healthy either, how can exerting oneself in an atmosphere laden with carbon monoxide be healthy? Any road cyclist that imagines they are doing it for the good of their health or that of the environment is deluded.	6/24/2015 1:24 PM
27	Milngavie road "bearsway" upgrade is a major faux pas. Why the council did not just resurface the road and leave it the way it was is beyond me.	6/24/2015 12:59 PM
28	Why wasn't the new cycle lane put along the Allander way? A totally segregated path. On the current pathways vehicles are parked to the inside of the cyclist. Car doors do open and I've seen a few near misses when cyclists swerve to avoid being taken out by negligent drivers opening their doors without looking. Forcing cyclists into the middle of the road. Kensington is the worse place for this and further along Milngavie road heading North.	6/24/2015 11:19 AM
29	Springfield Cambridge church area	6/24/2015 10:55 AM
30	I would like to see some seating on the Strathkelvin Walkway. If I walk from Lennoxtown to MOC with my small children, it is very tiring for them and there is currently nowhere to stop and have a rest. I really believe this needs to be addressed.	6/24/2015 10:19 AM
31	Remove the recent monstrosity of a cycle lane on Milngavie Road	6/23/2015 6:05 PM

East Dunbartonshire Active Travel Online Survey

32	Kelvin River Link from Cadder Bridge to Boclair Roundabout. Birdston to Torrance Link. Improved pedestrian access to Dobbies Garden Centre / Tickled Trout from the Allander Walkway. Widening of pavements next to A-Roads. Quality Active Travel link to Mugdock Country Park.	6/22/2015 4:08 PM
33	Create a link to the Allander walkway from Torrance.	6/22/2015 11:32 AM
34	Start by ripping up the new "cycle lane" in Milngavie and get an adult or competent child to design it. Seriously though - the cycle lane worked in the past, EDC must have spent millions to mess it up. If this is the way that EDC thinks progress is made, they would be better off creating a monkey enclosure in Kirkintilloch, giving them some computers with road planning software, and waiting a few years until they've got some better solutions.	6/20/2015 12:30 PM
35	N/A	6/20/2015 11:26 AM
36	It would be good to have a safe route from Bishopbriggs to Lenzie to be able to access Lenzie moss or the railway path. Without having to use the canal as it can be very congested.	6/20/2015 8:12 AM
37	As described above, I would be interested in a speed restriction in some residential areas to curb people speeding through rat-runs. Meadowburn Road in Bishopbriggs is particularly bad at certain times of day (morning commute, evening commute). Not sure how enforceable it would be, but could even have a 20mph zone for school opening/closing times? Then at least children cycling home would be safer.	6/19/2015 10:26 PM
38	Cycling - cycling routes do not go anywhere. From Milngavie there is no link to Glasgow (Science Park entrance from where there is a safe and family friendly cycle route to Glasgow) to Torrance to allow access to the canal routes, to Mugdock Park unless on a Mountain bike via Carbeth which is not suitable for young children (there is no direct access for young families with prams to walk to the Park rather than take a car the path beside the Reservoir just stops). Cars park inappropriately at corners. The new cycling route at present has not solved the problem of the roundabout at the Homepage site. There are no routes linking populations to their schools. There should be consultation with schools and safe routes created with appropriate measures such as crossing points and shared cycle walking paths in place. Adults with children of a certain age should be allowed to travel on pavements as long as pedestrians are given the right of way. Walking/Cycling - There is no safe walking or cycling route to the site of the proposed new Primary School in Bearsden from Milngavie even though the catchment will include Milngavie pupils. Walking - Cars parked on pavement blocking paths - Clober Road, Balvie Road, Craighton Road. Allander Road entrance to the Library. Cars parked inappropriately around schools. A lack of safe pedestrian crossing points. Cars travelling too fast on roads. Hunter Road/ Castlemains Road junction - all on road parking should be banned (disabled badge holders front garden large enough to be converted to a parking bay). A pedestrian crossing should be created to join up with the new path. Parking outside Clober PS school barred/ outside St Joseph's PS North Campbell Ave barred. There should be a pedestrian crossing across the main road to the Clinic in North Campbell Ave. There should be consultation with all schools and safe routes created with EDC then putting appropriate measures such as crossing points in place.	6/19/2015 8:12 PM
39	Segregated cycleways on all main roads. Not painted cycle lanes, or shared bus/cycle lanes, or shared use pavements - these are all a complete waste of money and do not work.	6/19/2015 6:38 PM
40	Basically every main road should have both a decent pavement and, ideally, a segregated cycle path. All non main roads should be 20mph and traffic calmed. All schools should have segregated cycle access.	6/19/2015 5:49 PM
41	N/A	6/19/2015 5:27 PM
42	A81 between Rannoch Drive and Canniesburn Toll. Provision of segregated cycle path along the eastbound carriageway would link up to the Cycle Path Route that leads from the Science Park into Glasgow City Centre. This a busy and often congested dual carriageway with no cycling provision whatsoever. A803 between Kirkintilloch and Torrance Roundabout - investment in street lighting along this main stretch of road. Why does the street lighting connect into Torrance but not to Kirkintilloch? As it is the only road connecting the two towns that has a pavement and is wide enough for cyclists to allow "safe" overtaking the installation of street lighting should be encouraged as it would promote increased walking and cycling. The canal path which is an alternative is not illuminated and is not gritted in winter. The other road B819 Crosshill Rd is too narrow and has too many right angle bends and has no pavement. A807 between Bardowie and Balmore - improvements to pavement surface - widening and cutting back of vegetation at various locations would make this safer and perhaps conversion into a shared cycle/pedestrian path. Promotion of mountain biking opportunities in Lennox Forest, Lennox town. Regent Centre Kirkintilloch - There are no secure safe bike storage/parking facilities here. Cyclists are actively discouraged from leaving bikes in foyer but securing bikes to railings outside is immediately adjacent to taxi drop off and pick up point.	6/19/2015 2:19 PM
43	A81 is typical of the mess and person(s) responsible should be called to task!	6/18/2015 12:21 PM
44	Improve the bus service with another operator on the route, who has competitive fares and gives change.	6/18/2015 12:12 PM
45	Link Strathkelvin walkway with Milton of Campsie cross to ensure a safe route to school, post office etc.	6/18/2015 10:52 AM

East Dunbartonshire Active Travel Online Survey

46	Switchback - needs an off-road cycle track, which could be provided on the Westerton-side pavement or the central reservation.. Some link between Kessington and the Allander Walkway, for example.	6/18/2015 10:36 AM
47	Access to Lenzie Station	6/18/2015 10:32 AM

Appendix F

Action Plan Option Workshop – Attendee List

Action Plan Stakeholder Workshop
Thursday 9th July 2015
Milingavie Town Hall
Attendee List

<u>NAME</u>	<u>ORGANISATION</u>
Gordon McGregor	Scottish Canals
Janice Kennedy	Scottish Enterprise
Shona Rawlings	Sustrans/SPT
Billy Thompson	EDC Transport and Access
Kerry Wallace	Scottish Natural Heritage
Alison Laurence	EDC/Facilitator
Christopher Johnson	Cycling Scotland
Mike Batley	CSGNT
Alistair Kyles	EDC
Lesley Coggins	Bearsden East Community Council
Andy Mulholland	EDC Transport and Access
David Adams McGilp	Visit Scotland
Graeme McWay	EDC
Heather Holland	EDC
David Radford	ED CHP
Susan Darroch	Stirling Council
Alex Laidler	EDC
R Hooper	MERA
N Hunter	EDC
Pam McCreddie	EDC
Ewan Wilson	EDC/Facilitator
Walter Aspinall	Capita/Facilitator
Howard Kinneavy	Capita/Facilitator
Melanie Taylor	Capita/Facilitator

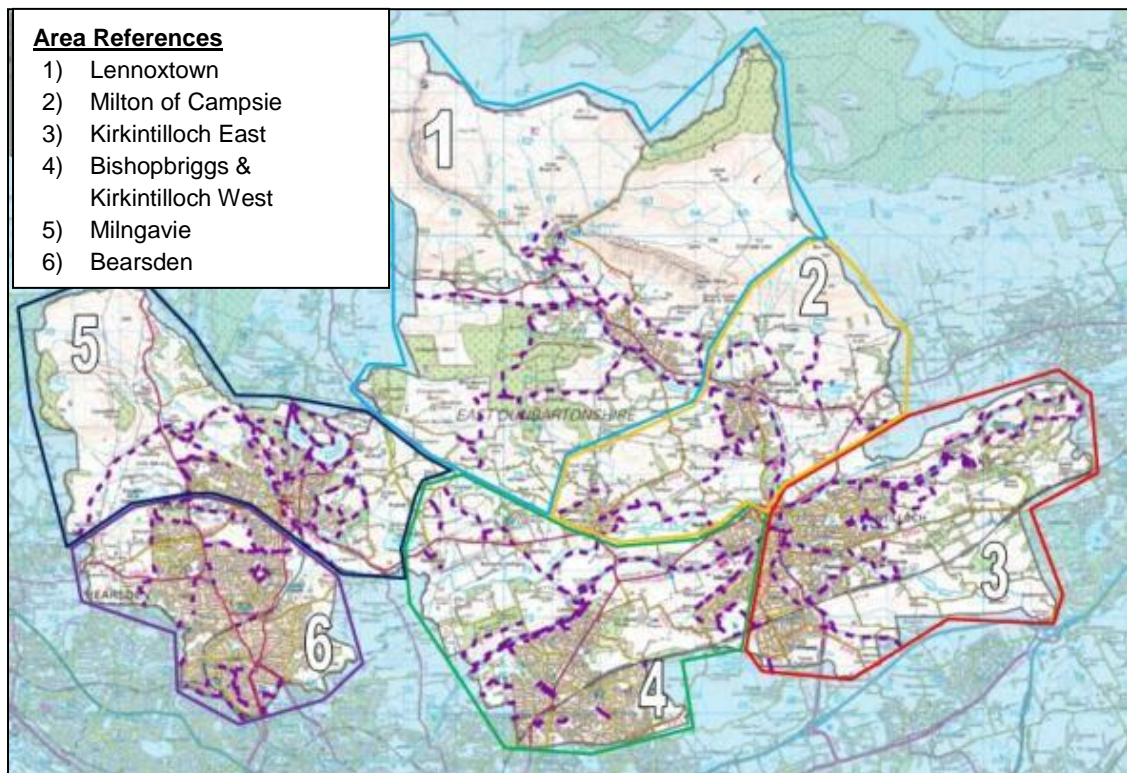
Appendix G

Route Audit

Study Areas

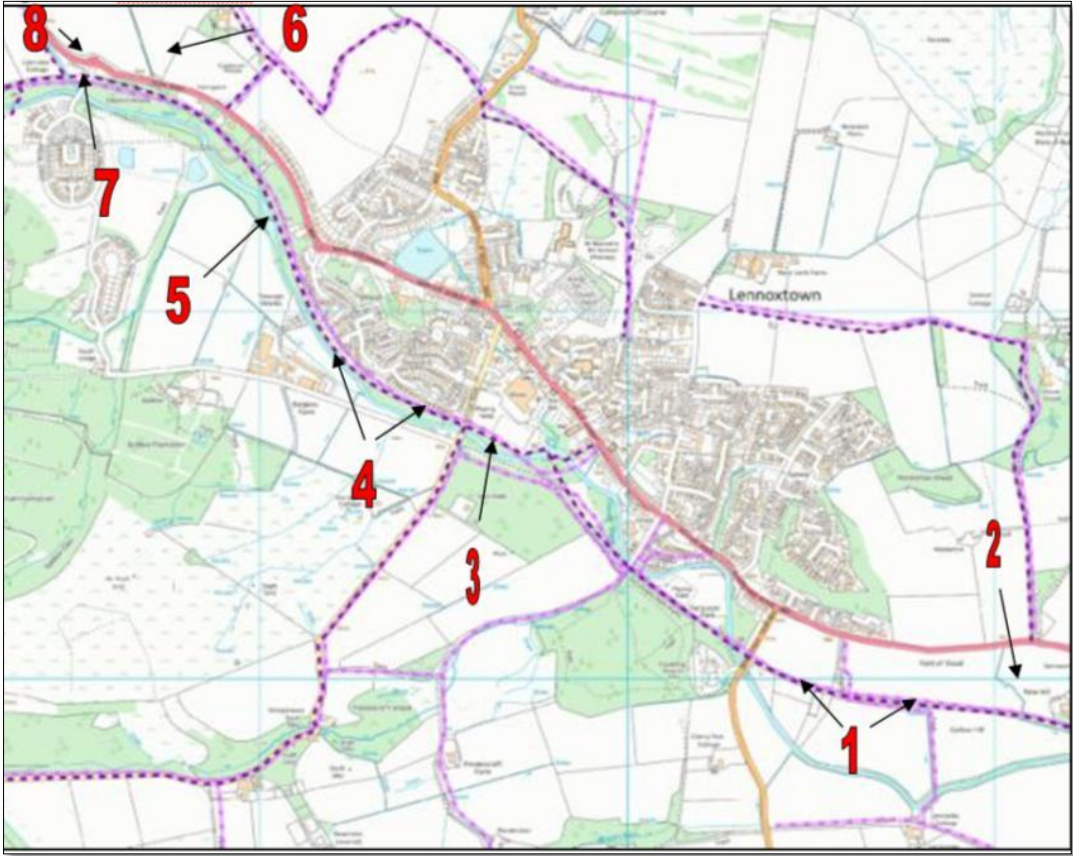
East Dunbartonshire was divided into 6 focus areas in order to efficiently audit the area's infrastructure.


Figure 6.1 - Audit Areas









Lennoxtown and the North

Figure 6.2 - Lennoxtown



Ref	Location	Note
1)	Strathkelvin Railway Path, west Milton of Campsie.	<p>The Strathkelvin Railway Path has an ideal surface for walking and cycling, and is sufficiently wide to accommodate shared pedestrian and cycle use.</p> 

2)	Strathkelvin Railway Path, west Milton of Campsie.	<p>Some vandalism to signage. Additionally, the number of signs and various designs lead to confusion.</p> 
3)	Strathkelvin Railway Path, opp. Highland Spring works.	<p>No direct access to the facilities from the John Muir Way. Informal paths across the grass indicate a desire line commonly used by walkers / cyclists.</p> 
4)	Strathkelvin Railway Path, opp. Calico Way housing estate.	<p>No direct access to Calico Way housing estate from John Muir Way. Dwellings backing onto the route have added their own access points, despite the presence of fencing.</p> 

5)	Convergence of Strathkelvin Railway Path and Thomas Muir Heritage Path.	<p>Signage lacks destinations or distances.</p> 
6)	Strathkelvin Railway Path / Thomas Muir Heritage Path, West Lennoxton.	<p>Low overhanging trees present a hazard, especially for cyclists.</p> 
7)	Strathkelvin Railway Path – Newbridge	<p>Traffic calming measures reduce speeds at this crossing point. Access to the Strathkelvin Railway Path is well designed at either side of the carriageway, creating an obvious alternative route with inclusive access points. However, the crossing is uncontrolled and lacks tactile paving, etc.</p> 




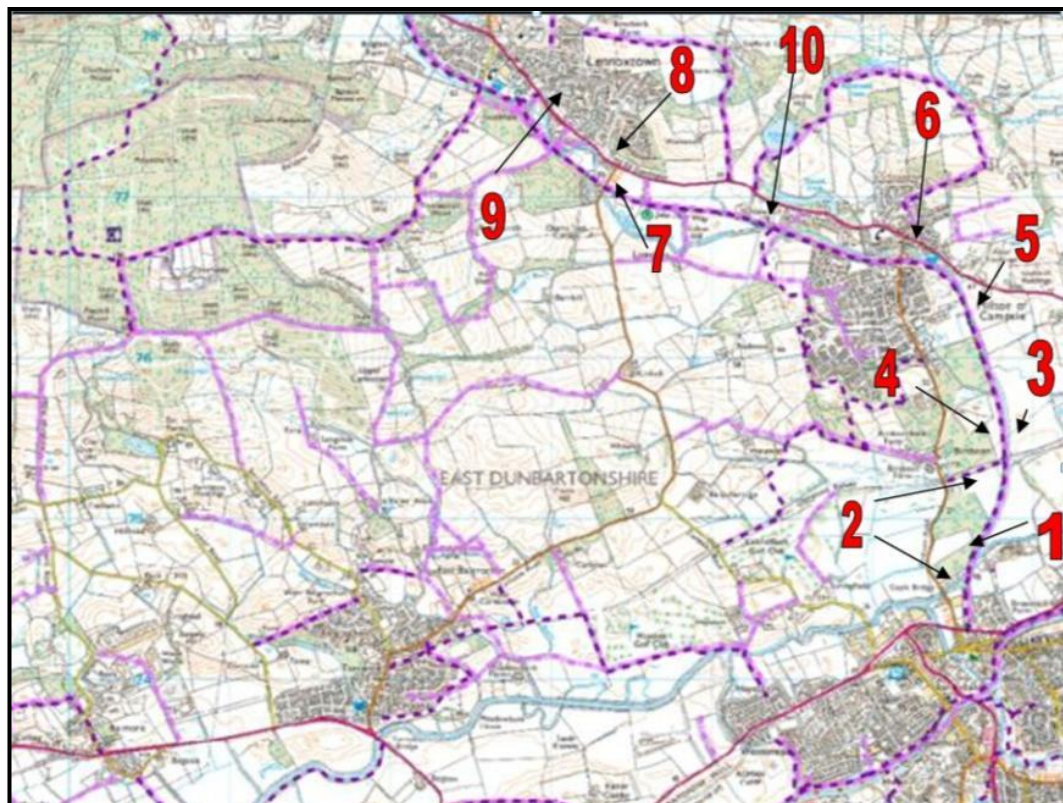
8)	A891 North – west of Lennoxtown.	<p>Excessive traffic speed on A891 raises safety concerns. National speed limit in place outside of town boundary; 30mph restriction not necessarily adhered to within boundary.</p> 
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Figure 6.3 - Strathkelvin Railway Path (North)

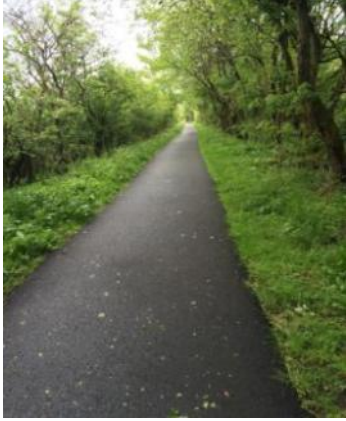







9)	Craigend Farm	<p>At this location the path crosses Craigend Farm, where livestock is free to roam across the path, including bulls. This creates potential safety concerns, and dissuades users from this section of the route.</p>
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10)	Strathkelvin Railway Path – west of Lennoxtown	<p>The Strathkelvin Railway Path continues to have a high quality surface for walking and cycling and is sufficiently wide for shared use. There are facilities provided for dog waste and signage along the route to ensure users do not deviate from the path. The path ends close to the Local Authority boundary.</p> 

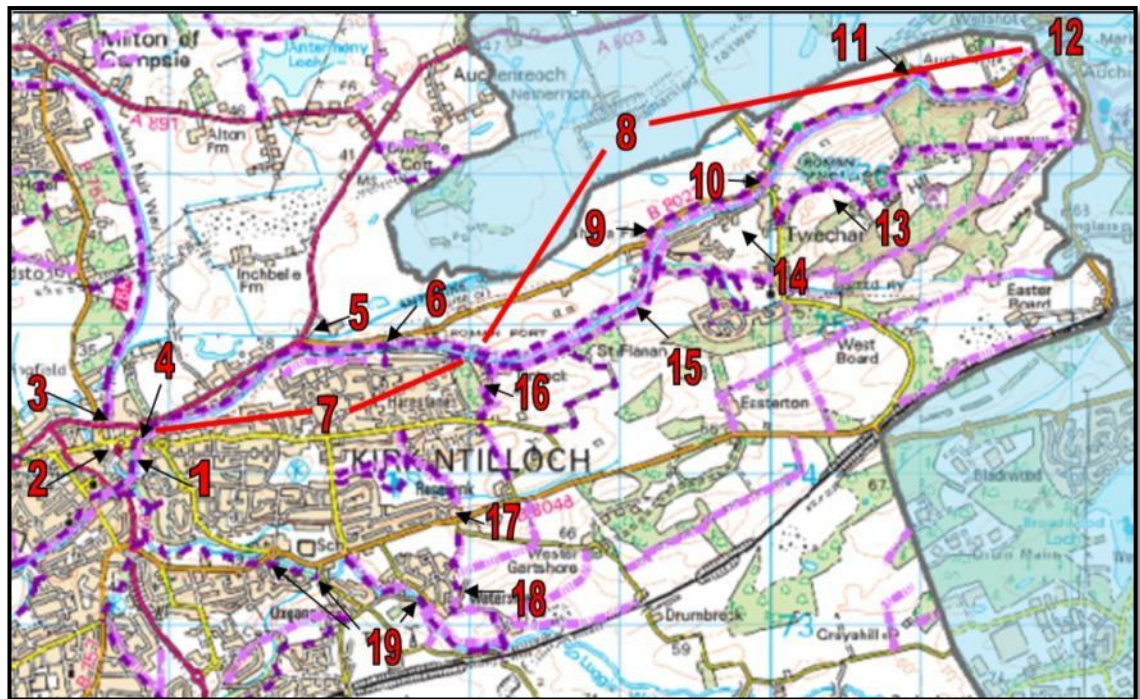
*Milton of Campsie & Torrance***Figure 6.4 - Milton of Campsie & Torrance**


Ref	Location	Note
1)	Thomas Muir Way	<p>A map of the area was provided at this location, but was in a poor condition.</p> 
2)	Thomas Muir Way	<p>The Thomas Muir Way has an ideal surface for walking and cycling. The width allows for shared use and ease of</p>







		<p>passing. Once on the route it is easy to follow and user-friendly.</p> 
3)	Thomas Muir Way	<p>The provided signage here has no destinations, distances, etc. and could be confusing to unfamiliar users.</p> 
4)	Thomas Muir Way	<p>At this location there was a pile of chippings spilt onto the path, creating a hazard although this is likely to be temporary.</p>





			
5)		<p>Motor cycling is prohibited, yet illegal off-roaders were observed creating a nuisance and hazard to other users.</p> 	
6)		<p>At various points along the route a lack of signage created confusion over route choice.</p> 	
7)	Campsie Road – Thomas Muir Heritage Trail	<p>At this location the route ahead along the core path is clear, but there is opportunity for connectivity with the nearby A891 and Lennoxton to the north. This needs clear signage.</p> 	






8)	Campsie Road – A891	<p>The route along Campsie Road - B822 has potential for widening to create a shared-use cycle footway, providing a link between Lennoxtown, Kinkell and Torrance.</p> 
9)		<p>The route through the northernmost residential areas of Lennoxtown was unclear due to the lack of clear signage or infrastructure.</p> 
10)		<p>Core Paths branching off the Thomas Muir Way had a poorer quality surface but were suitable for ramblers and mountain bikers.</p> 






*Kirkintilloch East***Figure 6.5 - Kirkintilloch East**




Ref	Location	Note
1)	Link from Forth and Clyde Canal (National Route 754) to Canal Street which further connects with Strathkelvin Railway Path (National Route 755).	<p>Surface standard between Tow Path and Canal Street could be improved.</p> 
2)	Hillhead Roundabout.	<p>Uncontrolled crossing across 'Eastside' arm could be improved.</p>

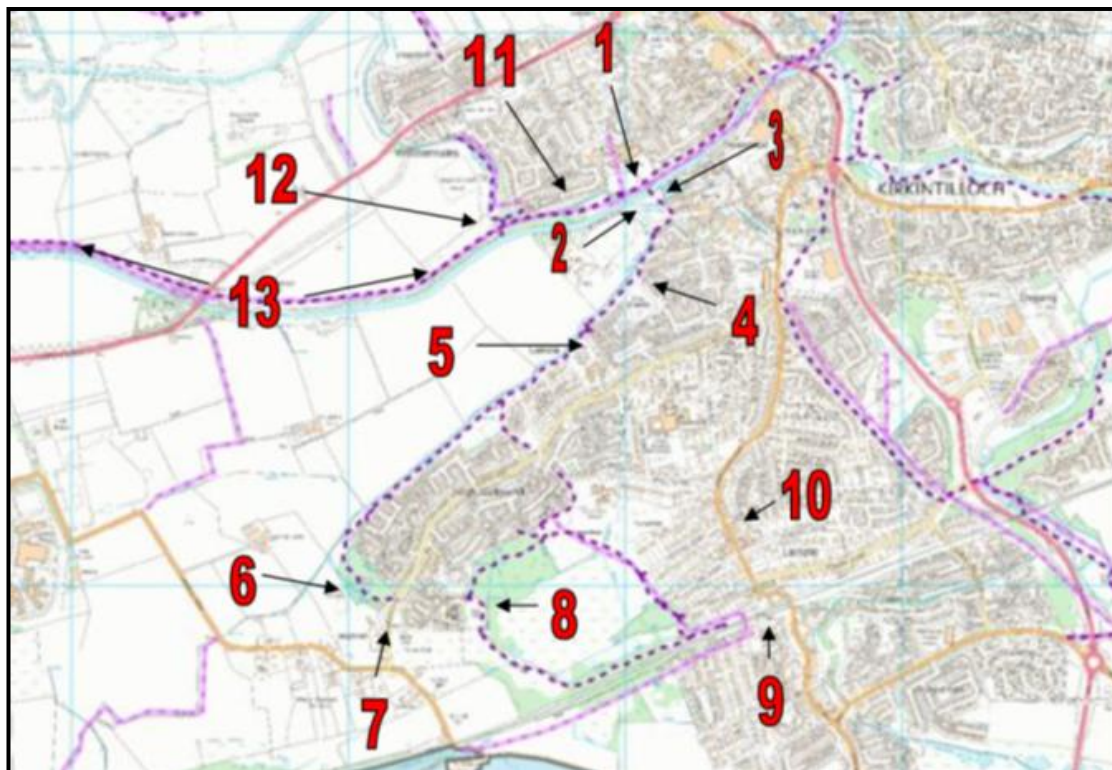
		
3)	Kilsyth Road close to junction with Milton Road.	<p>No crossing facility on desire line although a controlled crossing is available nearby at Kilsyth Road/Milton Road junction.</p> 
4)	<p>Towpath crossing of Hillhead Road.</p> 	<p>No controlled crossing facilities. A cyclists dismount sign is set back and may become obscured by foliage.</p> 
5)	<p>Junction of A803 Kilsyth Road and B8023.</p> 	<p>Existing link to canal towpath could be improved with associated measures to improve crossing provision and footways at the junction.</p> 
6)	Access to tow path from B8023 and Auchendavie Road.	<p>Subway link dark and unattractive for pedestrians/cyclists (and may be prone to flooding?). Safety measure to prevent cyclists entering Auchendavie</p>


		Rd. at speed is being circumnavigated.	
7)	National Route 754, Kirkintilloch town centre to Tintock.	Tow path is on the north side of the canal with limited opportunities for communities to the south to access.	
8)	National Route 754, Tintock to Auchinstarry.	Loose gravel surface prone to surface water retention in places. The surface water was quite deep in places forcing pedestrians onto grass verges (leading to erosion). The loose gravel surface is not ideal for cyclists.	
9)	Shirva Pend	Steep steps with handrail. Unlikely to be attractive to all pedestrians and would require cycles to be carried.	
10)	Twecha Farm	The National Cycle Route returns to footway through Twechar. The footway is too narrow to be considered suitable	





		<p>for shared use and there are no formal crossing facilities across Main Street. There are a number of bus stops in Twechar but footway provision is limited and Main Street has a steep incline in parts.</p> 
11)	<p>Strane Point (Northeast of Twechar)</p> 	<p>Stepped access to National Route 754. There are no formal crossing facilities and no footways. There is limited visibility crossing from the north (inside of a bend).</p> 
12)	<p>Auchinstarry</p>	<p>The connection to the Core Path from Auchinstarry is not obvious as there is no signposting.</p> 
13)	<p>Bar Hill (East of Twechar) on John Muir Way</p>	<p>Path to Antonine Wall and Roman Fort is steep for pedestrians and kissing gates prevent access to cyclists.</p>





		
14)	Roman Fields, Twechar	<p>Additional Core Path Route could be designated between Main Street and Glen Shirva Road.</p> 
15)	Southwest of Alexander Ave., Twechar. 	<p>The standard of path along the canal is varied. Steep, muddy and overgrown in places. Signage is also limited.</p> 
16)	Tintock	<p>Path is not signed from path alongside canal. Muddy track in parts and is unlikely to be attractive to pedestrians or cyclists.</p> 
17)	Rosebank	Tortuous connection between north and south of B8048. Limited scope to

		<p>improve. Signposting leads to confusion/clutter.</p> 
18)	Waterside	<p>Grass has encroached onto path so that it is largely unrecognisable.</p> 
19)	Bankhead Road, Market Road, Bridgeway Road and Waterside Road.	<p>Limited pedestrian crossing facilities.</p> 

*Kirkintilloch West & Bishopbriggs***Figure 6.6 - Kirkintilloch West**

Ref	Location	Note
1)	Marina – Canal Bridge	<p>The Marina bridge is an excellent link providing connectivity between local schools (St. Ninian's, Lairdsdale Primary), residential areas and the Forth & Clyde canal path.</p> 
2)	Marina	<p>The route the through the Marina is difficult to follow. There is potential for conflict at school arrival and</p>

		<p>departure times.</p> 
3)	Marina	<p>The routes around the Marina are well signed with destinations and distances. There is also an information board available.</p> 
4)	Christine's Way	<p>This route has a high-quality surface for walking and cycling, and has frequent links into the adjacent residential area. It provides a convenient, largely traffic-free route to local schools. However, a lack of lighting makes the route less attractive when dark.</p> 
5)	Holy Family Primary School	<p>Direct access from Christine's Way could be improved in places as good connectivity to catchment area offered by this link.</p> 

6)	Residential area surrounding Campsie View School	<p>Signs are present, but the distance between them makes it difficult to know whether the user is still on the correct route.</p> 
7)	Boghead Road / Campsie View School	<p>The road surface is in poor condition, especially kerbside. Standing water is an issue across desire lines at certain junctions.</p> 
8)	<p>Lenzie Moss Nature Reserve</p> 	<p>This leisure route has a quality off-road trail. There were no issues with standing water or muddy conditions. Although a predominantly leisure route, there was potential for connectivity through to Kirkintilloch train station as the shortest distance for the easternmost residents.</p>  <p>Certain areas (notably the wooden suspended path) are too narrow for shared use, and require cyclists to dismount.</p>
9)	Lenzie Rail Station	<p>Pedestrian and cycle access into Lenzie Rail Station is available through Park and Ride car parks from both Alexander Ave. and Queen's Grove. The Cycle storage is available, although limited.</p>




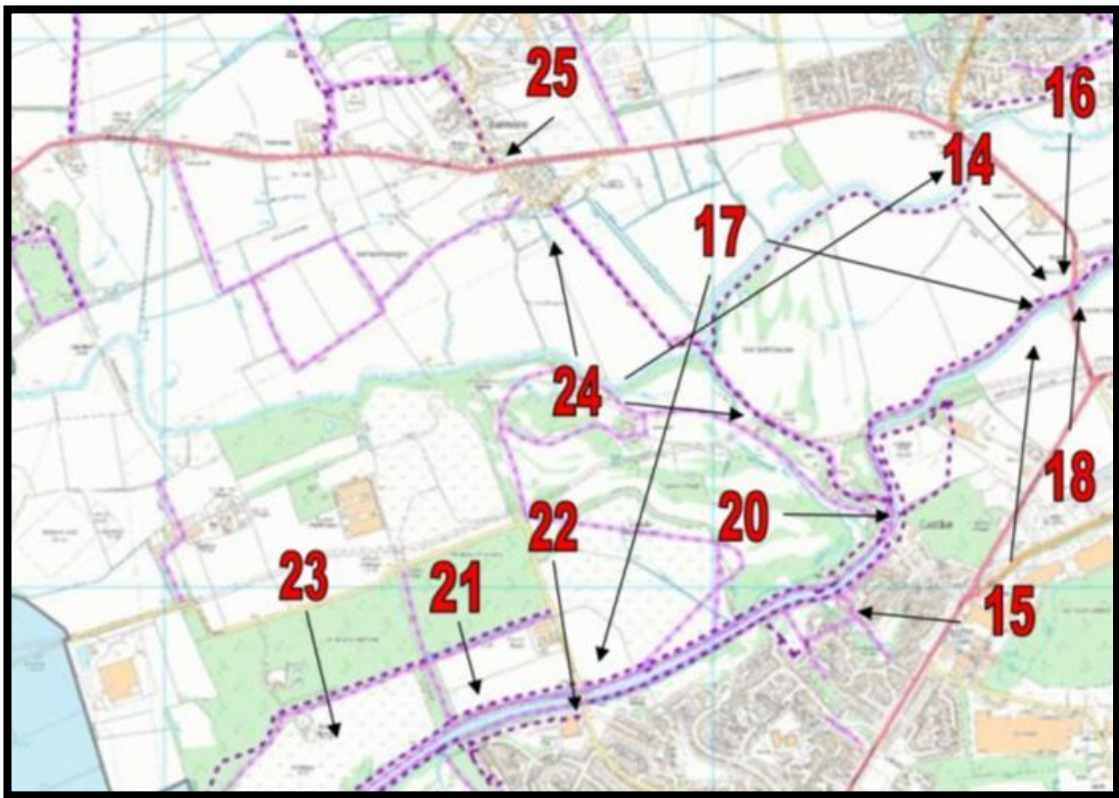

		
10)	B757 Kirkintilloch Road	<p>Road surface quality is poor in places, especially by the kerb. The turning radii into minor roads promote higher speeds, reducing safety for pedestrians and cyclists. There is a wide carriageway but no shared use footways or cycle lanes.</p> 
11)	Canal route: Bishopbriggs - Kirkintilloch	<p>The Forth & Clyde canal route between Bishopbriggs and Kirkintilloch has a high-quality surface ideal for both walking and cycling, and is sufficiently wide for shared use.</p>
12)	Core Path leading to Westermains Avenue	<p>This section is exceptionally hilly and may only be suitable for enthusiastic walkers. While there is an alternative route via St Ninian's, this route is a desire line for those in the north east residential areas looking for direct access to the canal path and wider connectivity beyond. The route is unsuitable for cycling.</p> 
13)	Canal route: Bishopbriggs - Kirkintilloch	<p>Gates feature sporadically along the route, and were usually open. The few that were closed were difficult to navigate, and present a potential conflict area.</p>









Figure 6.7 Bishoppbriggs










14)	Canal route: Bishopbriggs - Kirkintilloch	<p>Although no anglers were observed along this section of the audit, the handwritten signage on the path clearly suggests there are conflicts between anglers and cyclists along the route.</p> 
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15)	Canal route: Bishopbriggs - Kirkintilloch	<p>Signage across the route was available at various points with destinations and distances. However, signage directing users off route, even down other core paths, was often lacking; in some areas this was non-existent, in others a sign was available on the canal route, but on leaving the route signs were then sporadic, difficult to follow or non-existent.</p> <div data-bbox="751 633 1070 873" data-label="Image"> </div> <div data-bbox="1086 633 1410 873" data-label="Image"> </div>
16)	Canal route: Bishopbriggs - Kirkintilloch	<p>Information boards were available at certain points; however there were not enough of these and there was a lack of consistency over content.</p> <div data-bbox="751 1030 1078 1420" data-label="Image"> </div>
17)	Canal route: Bishopbriggs - Kirkintilloch	<p>Access points to the canal path varied in quality, and were often poor.</p> <div data-bbox="392 1512 695 1738" data-label="Image"> </div> <div data-bbox="751 1547 1066 1785" data-label="Image"> </div> <div data-bbox="1078 1547 1402 1785" data-label="Image"> </div>
18)	Bridges along canal route: Bishopbriggs – Kirkintilloch	<p>These areas of conflict were signposted to alert users of the dangers, but these could have been bigger considering the risk to other path users, particularly prams or disabled users. Cyclists were observed</p>

		<p>travelling at high speeds around bends with limited visibility.</p> 
19)	Canal route: Bishopbriggs – Kirkintilloch	<p>The route is unlit, impacting on the desirability of the path in times of darkness and low light, which will include peak commute times in winter.</p>
20)	Cadder	<p>This scenic area appears to be a popular route with dog walkers, anglers, canal boats and cyclists.</p> <p>Signage is unclear regarding routes away from the canal. This is a theme across the route, but this area in particular was bad considering the potential for connectivity to the north.</p> <p>Barriers were also down, restricting access at this point. This was one of only a few barriers that were in use.</p> 
21)	Canal route: Bishopbriggs – out of area	<p>Beyond Bishopbriggs the path surface became less desirable, and standing water was more of an issue.</p> <p>The route was less scenic and featured more open space. There was a stretch of rusty fence, and electricity pylons were very visible with the lack of foliage. The route felt much more isolated and uninviting at this point, where there is potential for a</p>

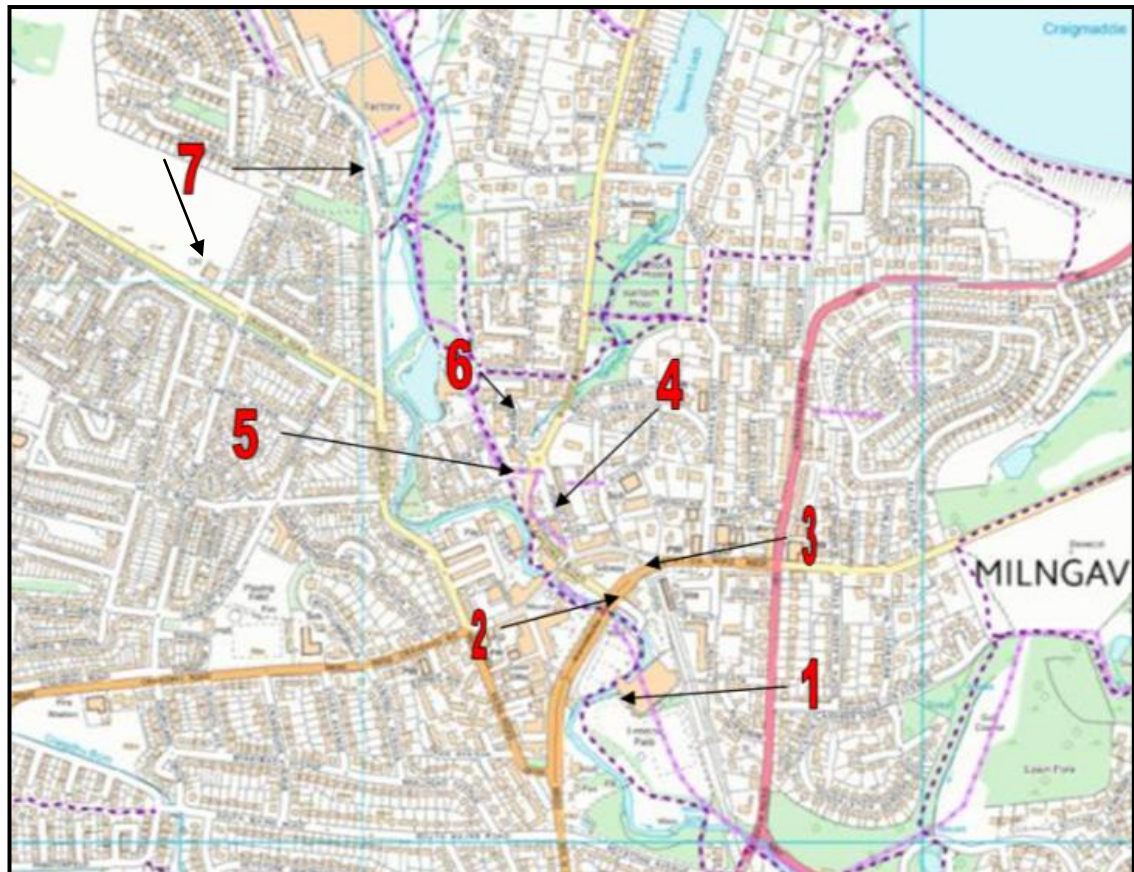
		<p>strong cross-boundary link to Glasgow.</p> 
22)	<p>NE Bishopbriggs – Leisuredrome</p> 	<p>The route around this facility was in a poor condition and impassable in places.</p>  <p>The canal path led directly to the facility, but upon leaving the path there was a lack of suitable routes and signage.</p>

		
23)	Core Path – Mavis Valley	<p>While the direct footpath route was well signed, the core path around Mavis Valley was inaccessible by bicycle, and simply trodden down grass. More could be made of this site of historic significance.</p>    
24)	Cadder – River Kelvin	<p>This route has plenty of potential for a direct route from Balmore, Torrance and other northerly settlements to Bishopbriggs and on to Glasgow, as well as connecting Bishopbriggs and Glasgow to the leisure routes around the Campsie Fells.</p> <p>This stretch of core path was virtually unsigned bar one faded yellow arrow, just below a vehicles prohibited sign.</p>  



		<p>Additionally, the surface was poor between Cadder and the golf course. Across the golf course, the path was overgrown, indistinct and the surface was thick mud.</p>  <p>In contrast, to the north of the golf course, there was signage, a good quality bitumen surface, and a recently constructed bridge over the river.</p>   <p>Linkages to both Balmore and Torrance were of a good quality and well signed.</p>  
25)	Balmore – A807 crossing	<p>Crossing this road was difficult with the high demand and speeds.</p> <p>There was a central reservation area available, which offers some refuge for pedestrians was of insufficient width for a bicycle.</p>



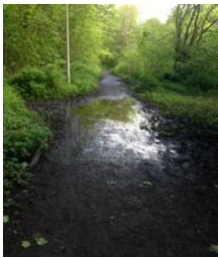
		
26)	A807 – Balmore to Torrance	<p>This route is part of a direct East – West link across the area. The lack of cycling infrastructure and high vehicle speeds made the carriageway feel unsafe. The footway was unused, and there is potential for a shared use path along this route.</p>  <p>Junctions into minor roads featured wide entrances and turning radii, promoting higher turning speeds and making them more difficult for pedestrians to cross.</p>  <p>Additionally, the surface on the carriageway-especially by the kerb-and the footway was poor in places and potentially hazardous.</p>

				
27)	Footpath / Core Paths around Balmore	<p>These routes were indistinct and difficult to follow; there was a lack of signage and surfacing. Around the golf courses the paths were lost.</p>		

*Milngavie***Figure 6.8 - Milngavie**

Ref	Location	Note
1)	Milngavie – Allander Walkway – Clyde Coastal Path	<p>Signage at the start of the route was vandalised. Confusing signage at start of WHW and intersection with Clyde Coastal Path.</p> <div data-bbox="676 1565 1214 1827"> </div> <p>There is no cycling infrastructure within Lennox Park which provides a link to Milngavie station.</p>

2)	Allander Walkway - Tesco	The supermarket featured high quality access across desire lines, with strong links to other shopping facilities, and to the town and train station via the local network. However, there is no apparent alternative around the supermarket; the routes pass directly in front of the store's main entrance and through the car park. This creates hazards and / or inconveniences to both pedestrians and cyclists as well as those utilising the shopping facility.
3)	Milngavie town centre / Station	<p>At this location there is a convenient link along a desire line to the town centre; however, this is via this stepped access. There is evidence of walkers /cyclists using the grassy bank to the right of the image.</p> <p>Additionally, the route beneath the underpass was unattractive, and could create concerns for safety, especially during hours of darkness.</p>  <p>Confusing signage at Milngavie Station, no sign for Mugdock (either route)</p>  <p>Cycling is not permitted in Milngavie Town Centre</p> <p>The A81 cycle lane stops at Woodburn Way so there is no formal cycle infrastructure connecting the A81 with Milngavie Station.</p> <p>Cycle parking at Station is not all covered.</p>
4)	West Highland Way	The start of the West Highland Way is easily located.

			
5)	West Highland Way	Signage in this location suffers from graffiti and fly posting.	
6)	West Highland Way	While navigable, the surface here was muddy and had standing water.	
7a)	West Highland Way	A fallen tree branch obstructed the path at this point, creating a hazard. Routes need to be well maintained; there is potential to provide an online facility for users to report maintenance issues.	






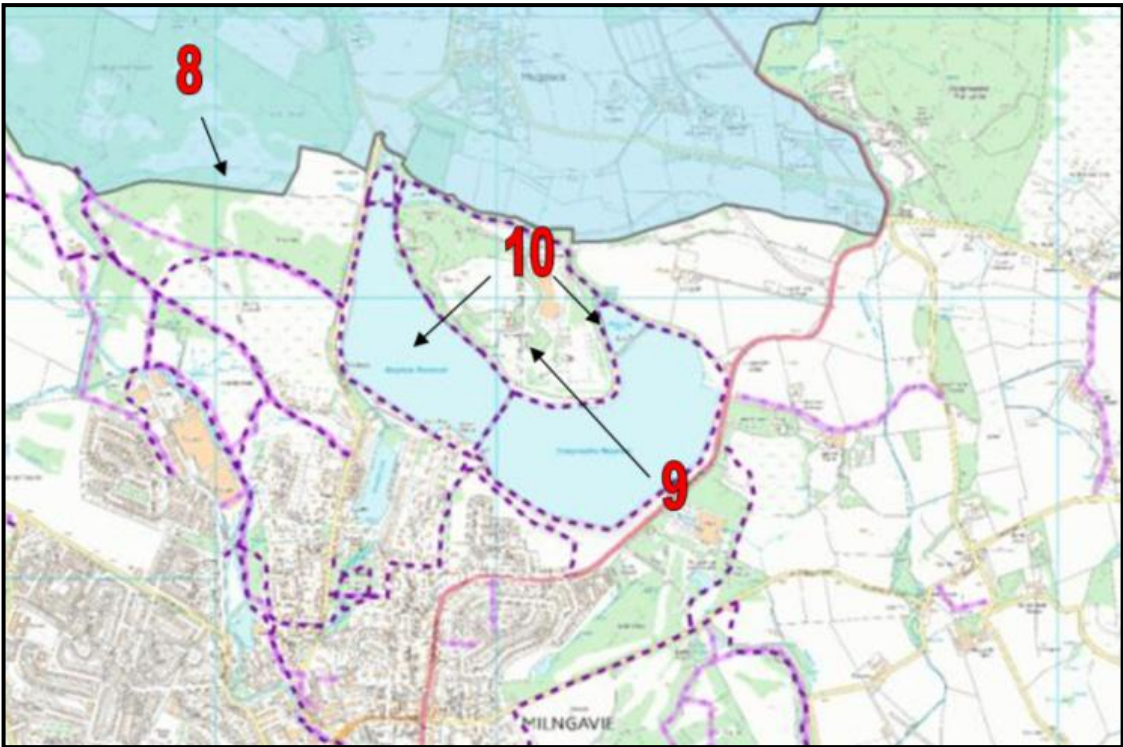

		
7b)	Dumgoyne Road	<p>Parking on footways endemic around Dumgoyne Rd/Hunter Rd – obstacles to pedestrians, hazardous for wheelchair, buggies, mobility scooter users.</p> <div></div> <p>No signage with distances/time in North west Milngavie (Craigton rd/Hunter Rd/Craigdhu) Craigton Road</p> <div></div>

Figure 6.9 North Milngavie



8)		<p>The surface between the West Highland Way and the reservoir is rocky with a steep gradient, and is a difficult route for cyclists. A higher quality surface would make this more attractive to casual cyclists and improve access to a scenic leisure route.</p> 
9)	Mugdock / Craigmaddie Reservoir	<p>At this point a sign indicates no cycling, but the sign is no longer legible. It is not clear who placed the sign or if this restriction still stands.</p>




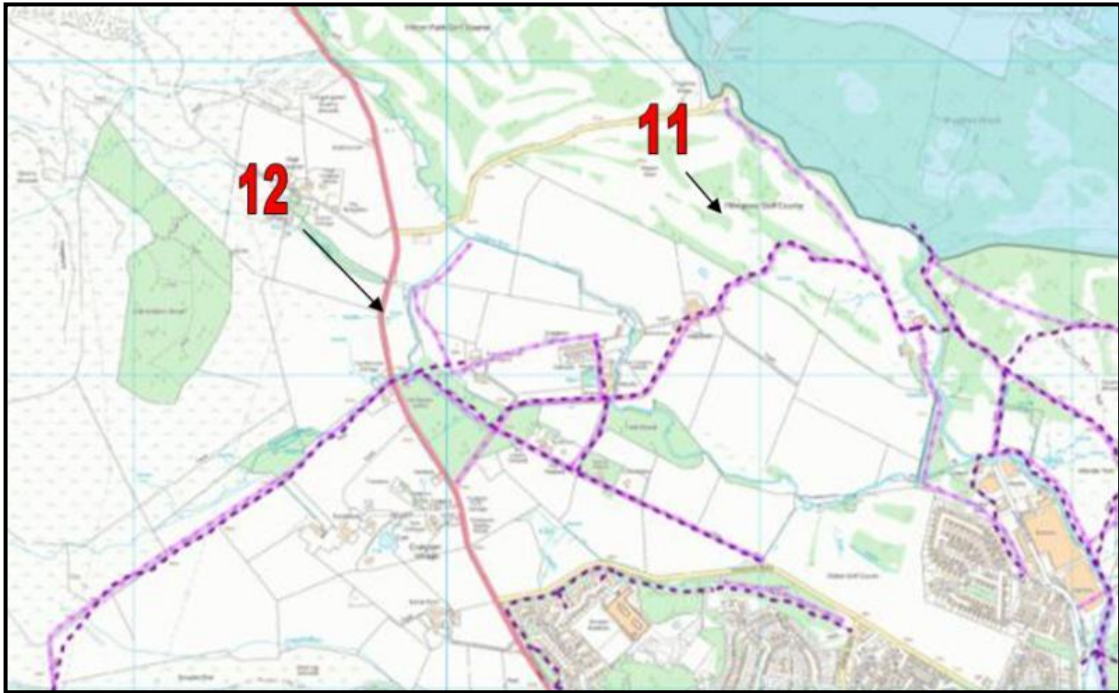


		
10)	Mugdock / Craigmaddie Reservoir	<p>The route around the reservoirs is a high-quality leisure path with signage and detailed route maps.</p> <div></div>

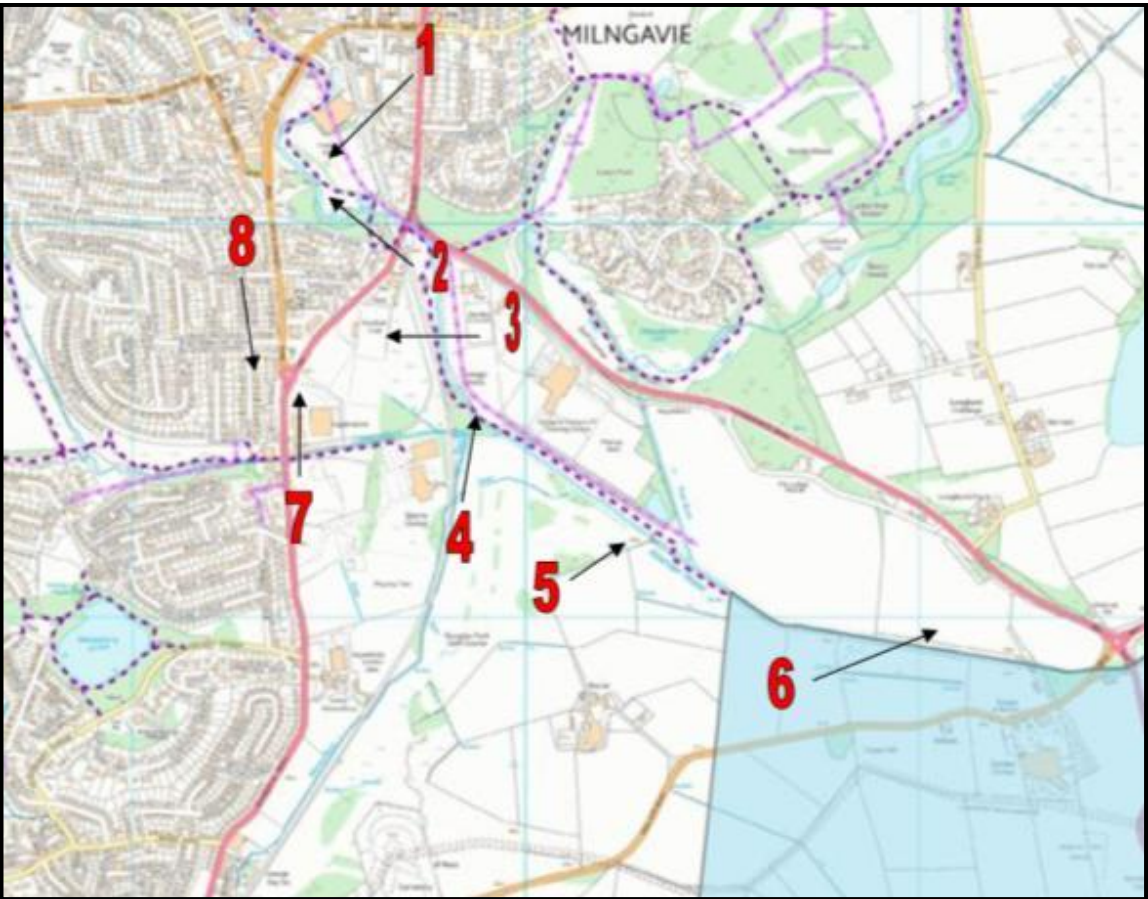
Figure 6.10 West Milngavie








11)	Milngavie Golf Club	<p>The route around the Milngavie golf club was difficult for cyclists: the surface was poor with large rocks, divots and standing water. There were also areas where the path narrowed enough to warrant dismounting to avoid collision with other users, including over a wooden bridge.</p> 
12)	Craigton Village	<p>Cycling was prohibited over a short section of the route north of Craigton Village.</p> 

Bearsden

Figure 6.11 Milngavie South / Bearsden (North - East)

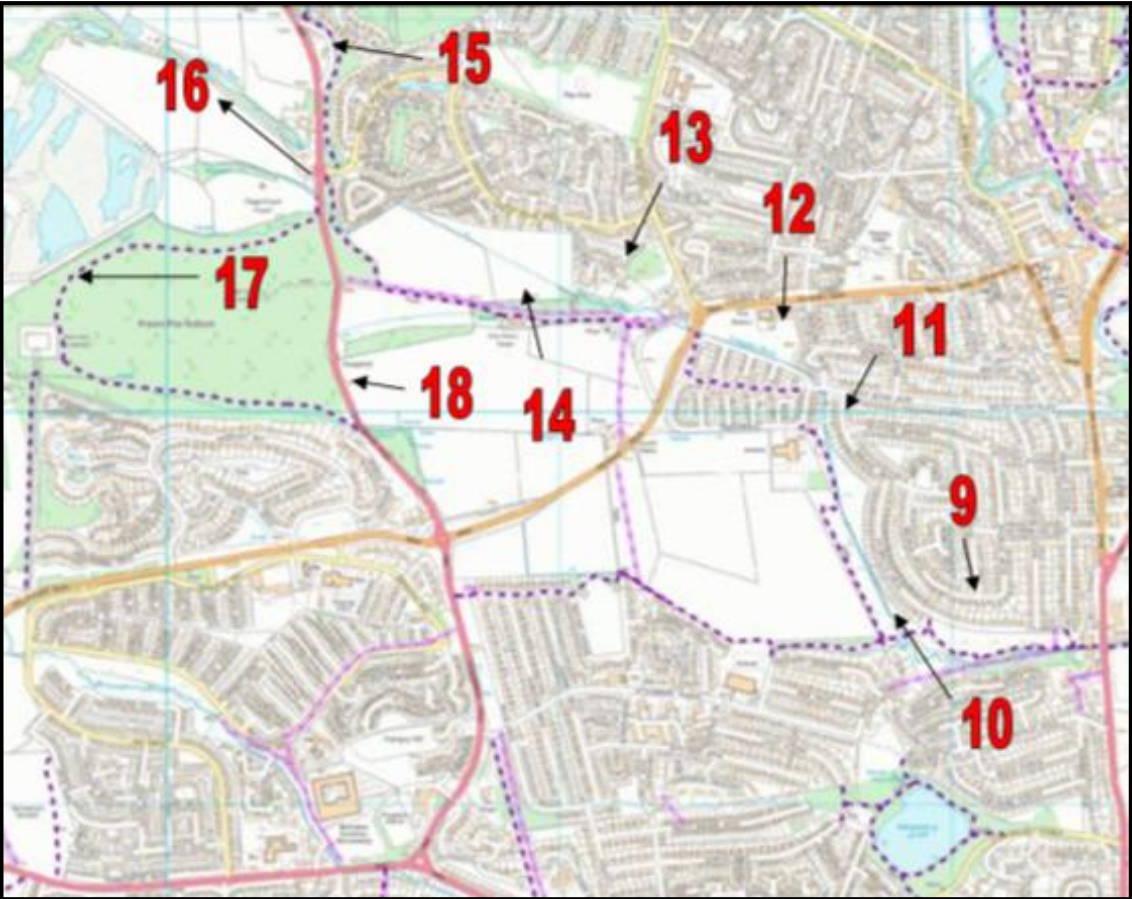



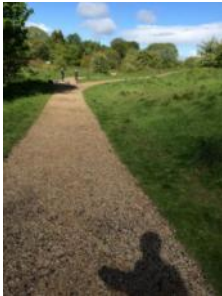
Ref	Location	Note
1)	A81 – Allander Walkway	<p>The path leading away from the A81 was in good condition and of a reasonable standard for cycling.</p> 





2)	Allander Walkway (North)	<p>Cyclist dismount sign vandalised.</p> 
3)	Allander Walkway	<p>There is no access from the Core Path to the adjacent sports facility or golf club.</p> 
4)	Allander Walkway across Allander Water.	<p>The bridge at this location is slippery when wet and is damaged in places, creating a hazard.</p> 
5)	Allander Walkway (South).	<p>There is no surfacing on the path in this area, resulting in standing water and mud.</p> 
6)	Allander Walkway – B8049	<p>The path ends abruptly at the B8049, and is in poor condition. There is no crossing at this location to the facilities opposite. However, this section of the Allander Way is out of the East Dunbartonshire area.</p>




		
7)	Allander Leisure Centre – Bearsden 	<p>This path is of a good standard, with a decent surface for cycling and walking and being of an appropriate width for users to easily pass one another. The route provides connectivity to the leisure centre and into the town centre. Cycle storage facilities, while not of the highest quality, are provided at Allander leisure centre.</p> 
8)	Allander Leisure Centre. 	<p>Core Path from Allander Leisure Centre towards Bearsden is not signed, and obscured by foliage.</p>

Figure 6.12 Bearsden (West)



9)	Core Path: A81 – West	<p>This path links to the leisure centre with a pedestrian crossing available across the A81. The route creates potential connectivity between Mosshead Primary School, Craigdhu Primary School and the surrounding residential areas. Signage along the route was generally in good condition. While signed as a cycle route, the gravel surface was difficult to ride upon.</p> <div></div>
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10)	Core Path junction opposite Galbraith Drive.	<p>Vandalised signage.</p> 
11)	Core Path in vicinity of Criagdhu Primary School.	<p>This section of the path had a surface much more conducive to cycling. The route featured direct links into the nearby residential areas and at Craigdhu Primary School.</p> 
12)	Core Path in vicinity of Criagdhu Primary School.	<p>Signage obscured by foliage.</p> 
13)	B8050 – A809	<p>Signposts are on the Core Path, rather than prior in order to direct the user to the path.</p> 

14)	B8050 – A809	<p>The surface is poor quality, with divots and standing water.</p> 
15)	Milngavie (east): Douglas Academy	<p>This path follows the route of the residential areas and provides links to Douglas Academy. The path is narrow, yet is of a reasonable standard.</p> 
16)	Mains Plantation	<p>Route along A809 is hazardous due to lack of infrastructure, vehicle demand, and vehicle speed.</p> 



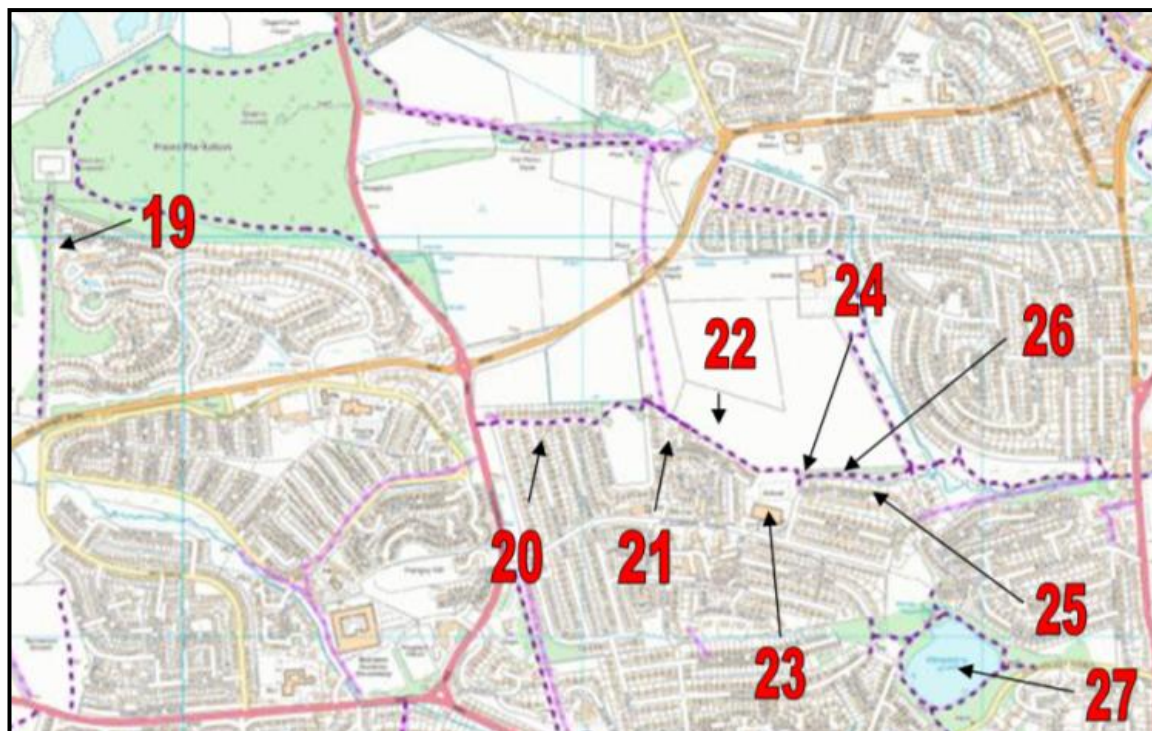




17)	Mains Plantation	<p>Northern entrance to the route around the plantation is in very poor condition and hazardous to use.</p> 
18)	Mains Plantation	<p>Southern route entrance is overgrown and obscured by foliage.</p> 

Figure 6.13 - Bearsden

19)	B8050 – covered reservoir to the north	<p>Route has potential to increase connectivity for adjacent housing estate, but ends abruptly to the north.</p> 
20)	A809 Stockiemuir Road – Galbraith Drive.	<p>This section of the route was well signposted and featured a reasonable surface for cycling.</p> 

21)	A809 Stockiemuir Road – Galbraith Drive.	<p>Surface quality dropped at this location. The path also narrowed, creating a hazard when trying to pass other users.</p> 
22)	A809 Stockiemuir Road – Galbraith Drive.	<p>Overgrown trees and plants create hazards along the route.</p> 
23)	Mosshead Primary School	<p>Lack of direct access to Mosshead Primary School along the desire line.</p> 
24)	A809 Stockiemuir Road – Galbraith Drive.	<p>Lack of Signage creates uncertainty over route choice.</p> 




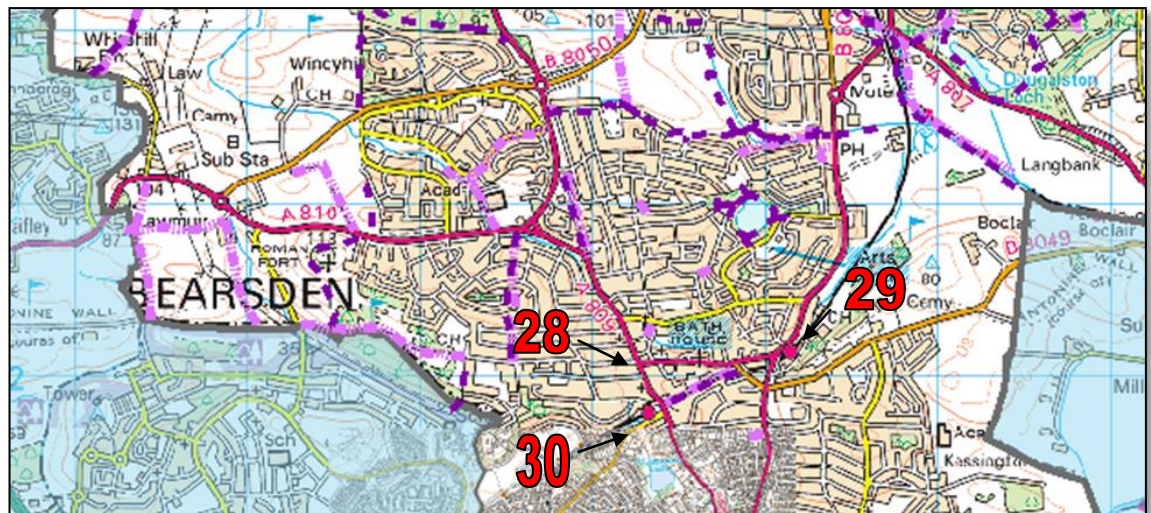






25)	A809 Stockiemuir Road – Galbraith Drive.	<p>Overgrown trees and plants create hazards along the route.</p> 
26)	A809 Stockiemuir Road – Galbraith Drive.	<p>Vandalised signs along the route.</p> 
27)	Kamarcinn Loch	<p>This was a high quality leisure route, with a high quality surface for riding and wide paths for ease of passing. However, the location of the route was not well signed from adjoining routes in the vicinity.</p> 

Figure 6.14 - Bearsden Cross, Bearsden Station, Hillfoot Station and A81

28)	Bearsden Cross (A809)	<p>This area presented an unpleasant environment for cyclists and pedestrians. The high volumes of traffic resulted in poor air quality (the area is part of an AQMA) and noise pollution. There was limited cycle parking facilities available, and no cycling infrastructure on the main carriageway.</p> <p>For pedestrians, the western footway to the north of Bear's Cross was very narrow, and the area was heavily cluttered, with a number of duplicate signs and excessive bins.</p> <p>The carriageway surface was in very poor condition, with a badly faded yellow box at the junction. There were uneven/raised drains creating a hazard. On-street parking at the cross created some conflict with motorists and buses.</p> <p>Additionally, there was no RTPI at the main bus stops.</p> <p>The following improvements are suggested:</p> <ul style="list-style-type: none"> • Implement a Car-free Sunday scheme at Bearsden Cross. • Permit cyclists to contraflow one way system at Kirk Place to connect Manse Rd and Roman Rd to avoid Bearsden Cross and bypass A809. • Advisory Cycle lanes and appropriate signage along Roman Rd A808 connecting to A809 Drymen Rd and A81. This would provide an active travel link between A809 and A81 Bearsway and Hillfoot/Bearsden train stations.
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		<ul style="list-style-type: none"> • A full detailed audit of the A809 is required. • Surface enhancements on the A809 • Repaint lines, including the yellow box along the A809 in the vicinity of Bear's Cross. <div>      </div>
29)	Hillfoot Station	<p>Hillfoot Station is relatively easy to access via active travel modes, and the size and constraints at the station mean there is less scope for improvements. The site noticeably has a lack of secure cycle parking facilities, which could be improved.</p> <p>Additionally, there is a large unused space on the footway build-out opposite the along the western side of the A81.</p>

		
30)	Bearsden Station	<p>Bearsden station was easily accessed via active travel methods, with a pedestrian footbridge between platforms. Footways in the vicinity at Collylinn Rd, Ledcameroch and Thorn Rd were generally all in reasonable condition.</p> <p>However, a number of potential improvements were noted. At Ledcameroch Road, the wide angle favours cars and is a barrier to pedestrians crossing. This could be improved through an extension to the footways. The pedestrian crossing has two posts (Traffic signal box and manual buttons) and 2 electric Haldo pillars on west footway, creating unnecessary clutter.</p> <p>Jubilee Path (Pedestrian footpath along rail line connecting A809 to B8049) is overgrown, with a very narrow footway in sections. The surface uneven and muddy, with some evidence of cycle use. There is opportunity for the foliage to be cut back to widen access and for resurfacing to create a supplementary off-road access route.</p> <p>Within the station itself, a lamppost leaning at a dangerous angle presented a hazard.</p> <p>Additionally, Thorn Road/Whitehill Rd/Collylinn Road/Ledcameroch Road is a known rat-run to avoid the A809 at rush hour. Right turning traffic on A809 at busy periods was observed to block traffic, and high numbers of vehicles exiting Collylinn Rd/Ledcameroch Rd acts as barrier to crossing pedestrians. Build-outs at the A809/Ledcameroch Rd junction would potentially slow motorists. Non-signalised courtesy crossings at Ledcameroch Rd and Collylinn Rd could also be provided.</p>