

East Dunbartonshire Council Active Travel Strategy 2015-2020



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East Dunbartonshire Council

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Convenor, Development and
Regeneration Committee

Foreword

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

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

partners in order to plug the gaps in the existing network, create new active travel routes, link with our neighbours and induce a positive behavioural change towards increased active travel participation.

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

This Active Travel Strategy aims to build on these assets, the existing network and address existing challenges to facilitate an increase in walking and cycling and to deliver a connected network of routes. A range of infrastructure and behavioural change projects which will contribute towards achieving this are detailed throughout the strategy. Furthermore, the Strategy presents a framework and sets a direction for partnership working across the area. The current economic climate increases the need to ensure multiple benefits are realised and that projects deliver value for money.

The development of this Active Travel Strategy has been informed by engagement with stakeholders and communities through workshops, surveys and drop in sessions. It has also been guided by the cross party elected members Transport Working Group. I am grateful to all those who have helped to inform the content of this Strategy.

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I. Introduction

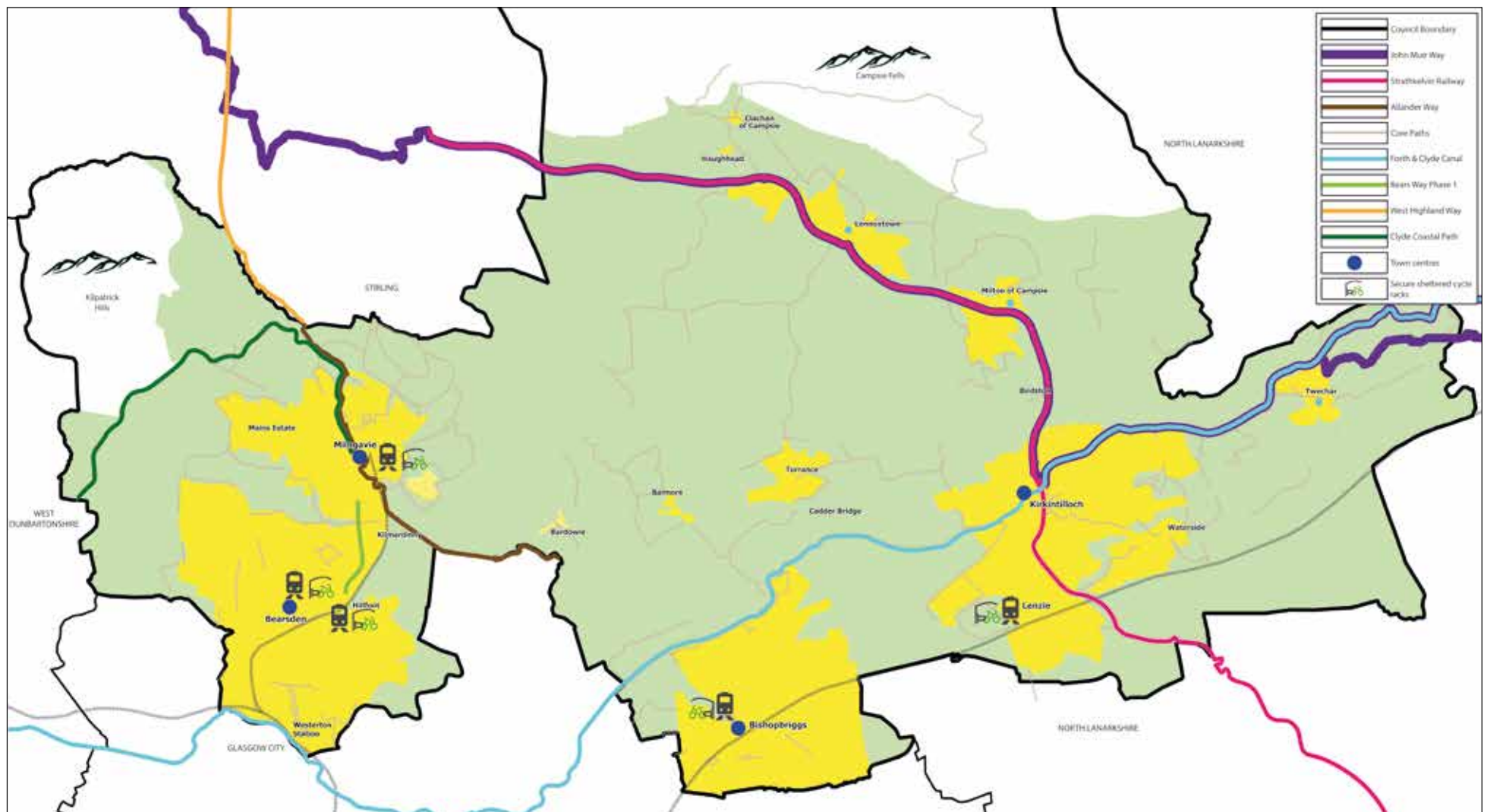
I.1 What is the Active Travel Strategy?

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

The programme of interventions and approaches is derived from a robust evidence base, including route audits, desk studies, stakeholder consultation workshops and surveys. This work was carried out by East Dunbartonshire Council and Capita. The Capita background report where further information can be found is referenced throughout this strategy. A Report of Engagement on the early engagement carried out and consultation on the draft Strategy is available along with the Capita Background Report at www.eastdunbarton.gov.uk/activetravelstrategy.

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





Map 1: Existing network of cycling and walking routes in East Dunbartonshire.

1.2 What is active travel?

Active travel can be defined as: making a journey using a mode of transport powered by human physical activity. Usually this refers explicitly to walking and cycling although running, scooting or any other form of transport where physical activity is involved can be classed as active travel. Active travel normally refers to walking or cycling for everyday journeys for purposes such as commuting, school journeys, shopping or visiting town centres but this Active Travel Strategy takes into account that the active travel network also provides opportunities for leisure trips and the benefits that arise from increased active travel both for everyday journeys and leisure trips.

1.3 Benefits of active travel

The benefits of Active Travel are well documented and acknowledged. The actions included in the action plan are intended to help bring about these benefits in East Dunbartonshire. The benefits of increased active travel include but are not limited to:

- Modal shift (transfer from private motor car to another mode of travel, e.g. walking or train) for everyday journeys increasing the sustainability of existing or future trips
- Economic development and growth
- Growth of leisure and tourism centred on walking and cycling activities
- Increased attractiveness of local area for investment and place to live, work and visit
- Improved health through increased exercise levels
- Mitigation of Climate change through reduced CO2 emissions from fewer car journeys
- Improved air quality through reduced vehicle emissions attributed to less car use
- Increased attractiveness for economic development activity and as a place to live and visit
- Creation of better quality places for people by reducing priority of motor vehicles on streets
- Improved connectivity to town centres, green network assets and residential areas
- Reduces Inequalities/deprivation through access to jobs and services
- Reduced road congestion

The benefits described above can be achieved by increased active travel participation rates and stand to have a significant positive effect on quality of life in East Dunbartonshire.

These benefits also make a positive contribution to achieving the East Dunbartonshire Single Outcome Agreement (SOA).

1.4 What is in this Active Travel Strategy?

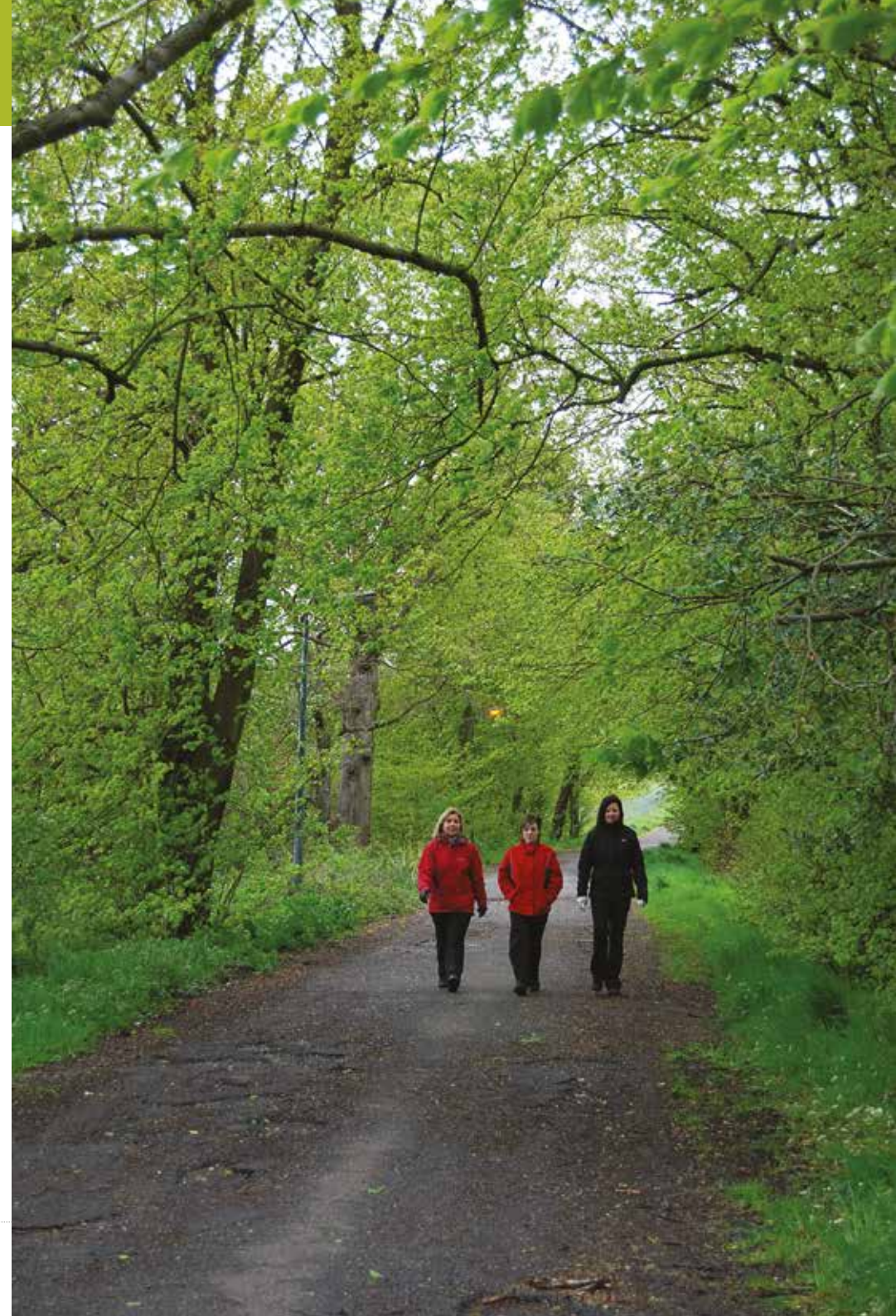
A policy context is provided in section 1.5. This section identifies national, regional and local policies and priorities related to transport, planning and active travel set out by the Scottish Government, Strathclyde Partnership for Transport (SPT), the Council and other relevant organisations and explains how the Council's Active Travel Strategy aligns with these. Section 2 - 'Partners and Consultations' outlines the early engagement and consultation that has formed development of the strategy. A summary of stakeholder workshops and the surveys and their outputs is provided which describes the processes, topics discussed and the opportunities people from various stakeholder organisations had to put forward their ideas and opinions into the development of the strategy.

In order to identify the base conditions for active travel in East Dunbartonshire, Section 3 - 'East Dunbartonshire's current Active Travel Network' describes and details the extensive network review carried out and subsequent gap and issue analysis of the network. Furthermore an analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT) was carried out; identifying opportunities for developing the current network to capitalise on its existing strengths but also to identify and address gaps.

Following the network review is the Action Plan in Section 4.1. The plan is divided into two sections and presented in a tabulated format. Table 1 presents the infrastructure actions relating to the physical network and regulatory environment. The column headers in the tables describe what the actions are (Action), how they will be delivered (Approach), why they are included (Rationale), who will deliver the actions (Partners) and when they can be delivered (Timescales).

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

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



1.5 Policy context

There are several strategies at national, regional and local levels that provide a policy context for this Active Travel Strategy (ATS). The Council's ATS is aligned with these documents in order to ensure a consistent approach to achieving these collective goals. The aims of this strategy and the actions set out in Section 3 will therefore contribute to the delivery of national, regional and local policy objectives. The various national, regional and local policy documents are set out below.

National Policy		
<p>A Long term Vision for Active Travel in Scotland 2030 (Transport Scotland - 2014)</p> <ul style="list-style-type: none"> Presents a vision for Scotland with walking and cycling as most popular choice of transport particularly for everyday shorter journeys. Once this is achieved: <ul style="list-style-type: none"> active travel will be the norm; roads will be quieter and safer, and there will be lower speed limits in rural and suburban minor roads and segregated cycle provision; there will be continuity of routes which link destinations; there will be comprehensive active travel networks and a well-maintained walking network; on-road facilities will be segregated with appropriately-signed minor roads; junctions will be designed with pedestrians and cyclists in mind; and there will be integration with public transport. Focuses on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning. ATS seeks to deliver these ambitions at a local level 	<p>Cycling Action Plan for Scotland (CAPS) (Transport Scotland - 2013)</p> <ul style="list-style-type: none"> Sets a target that 10% of everyday journeys will be by bike by 2020. Sets out 19 actions to deliver this change relating to infrastructure improvements, promotion of active travel, integration, partnership working, behaviour change projects and monitoring/evaluation. ATS will seek to deliver on these actions. <p>Let's get Scotland Walking – The National Walking Strategy (Scottish Government - 2014)</p> <ul style="list-style-type: none"> Sets out aims to increase levels of walking, improvements to walking environments and enable easy, convenient and safe independent mobility for everyone. ATS actions aim to deliver on this vision 	<p>National Planning Framework 3 (NPF3) (Scottish Government - 2014)</p> <ul style="list-style-type: none"> Identifies a national long-distance walking and cycling network as a National Development in order to support active travel, recreation and tourism, health and wellbeing Encourages Local Authorities to develop exemplar walking and cycling friendly settlements ATS will ensure that the national network that passes through East Dunbartonshire is systematically improved and extended.
<p>National Transport Strategy (Transport Scotland - 2006)</p> <ul style="list-style-type: none"> Includes three strategic outcomes to improve journey times and connections, reduce emissions to tackle climate change, improve quality accessibility and affordability of transport. ATS will aim to deliver these objectives in East Dunbartonshire as relevant to active travel. 	<p>Active Travel, Active Scotland – Our Journey to a Sustainable Future (Cycling Scotland, Sustrans, Living Streets Scotland, Paths for All Scotland and Transform Scotland - 2012)*</p> <ul style="list-style-type: none"> Advocates investment in active travel and sets out evidence base on the benefits of active travel States that 1% of short trips are made by bicycle and 23% by foot. Aligns with Scottish Government's vision that 10% of all journeys by bike and 25% of all journeys by walking by 2020. ATS will work towards achieving these actions in East Dunbartonshire. 	<p>Scottish Planning Policy (SPP) (Scottish Government - 2014)</p> <ul style="list-style-type: none"> Sets out national policy for design and transport ATS reflects SPP through use of existing infrastructure, prioritising people over vehicles and promoting innovative, well designed solutions to meet the aims set out in Section 270 - "A connected place"
<p>* It is worth noting this is an advocacy document and not a statement of National Policy.</p>		

Regional Policy

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

- Presents a vision for 'A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all'
- Sets out objectives relating to Safety and Security, Modal Shift, Excellent Transport System, Effectiveness and Efficiency, Access for All, Environment and Health, and Economy, Transport and Land-use Planning
- RTS Walking and Cycling Action Plan
- SPT Walking and Cycling Programme 2013 – 2016 sets out capital investment levels and objectives
- ATS will aim to deliver these objectives

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

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

Local Policy

Single Outcome Agreement (2015 – 2018)

- The Single Outcome Agreement sets out the outcomes and priorities that will be delivered for the communities of East Dunbartonshire by the Community Planning Partnership. The partnership includes the Council and a number of other organisations (for more information see http://www.eastdunbarton.gov.uk/content/council_and_government/community_planning.aspx) to ensure that all organisations with a role in delivering services for the local community come together to provide the best for the people of East Dunbartonshire.
- Active Travel has the potential to play a significant role in delivering the outcomes of the SOA and the implementation of this strategy will contribute significantly to realising the SOA vision and long term outcomes set out below.

SOA Vision: Working together to achieve the best with the people of East Dunbartonshire"

Long-Term Outcomes:

- We have reduced inequality and disadvantage across East Dunbartonshire
- Our communities are more engaged in the design of services
- The SOA also has a number of local outcomes and this Active Travel Strategy will support the following outcomes in particular:
 1. East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base.
 3. Our children and young people are safe, healthy and ready to learn.
 4. East Dunbartonshire is a safe and sustainable environment in which to live, work and visit; and
 5. Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced.

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

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

Open Space Strategy (EDC 2015)

The OSS outlines a range of Access/path improvements to the following locations and other actions:

BEARSDEN

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

MILNGAVIE

- Milngavie Reservoirs
- Lennox Park

BISHOPBRIGGS

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

TORRANCE & BALMORE

- West Balgrochan Marsh
- Kelvin Valley Way

LENZIE

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

TWECHAR

- Twechar Public Park
- Shirva Glen

LENNOXTOWN, MILTON OF CAMPSIE, CLACHAN OF CAMPSIE AND HAUGHHEAD

- Station Road Playing Fields
- Redhills Woodland
- Consider access opportunities in any proposals
- Implement key recommendations in the approved Antonine Wall World Heritage Site interpretation plan and access strategy including improving signage, interpretation, visitor information, access routes and visitor facilities at individual sites along the Wall.
- The ATS will deliver improved access to open spaces and enhanced open spaces which will be complemented by the emerging Green Network Strategy.

Local Policy		
<p>East Dunbartonshire Local Transport Strategy 2013 – 2017 (East Dunbartonshire Council (EDC) 2013)</p> <ul style="list-style-type: none"> Sets out evidence base for series of transport interventions – notes East Dunbartonshire's ageing population, low unemployment and high car ownership States that 3% of ED's population walk to work, 10% lower than the national average, and only 1% cycled to work Reviews active travel in the area including condition of infrastructure and usage figures and priorities identified through consultation Sets out a series of actions to improve infrastructure for active travel including: <ul style="list-style-type: none"> Development and Implementation of a Cycling Strategy. Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal Identify and develop the appropriate infrastructure such as improved off road surfacing, routing and on road/junction priority measures to encourage cycling in rural areas of East Dunbartonshire This ATS will progress the active travel element of the Local Transport Strategy 	<p>Economic Development Strategy (EDS 2013) and Emerging Economic Development Strategy</p> <ul style="list-style-type: none"> The EDS is an update of the previous Economic Development Framework (2007) and publishes a statement of overarching strategic priorities. Focus on local assets to aid recovery from economic downturn. Strategic Priority 1 – Support the growth of ED's competitive and diverse business base Strategic Priority 2 – Support development, diversification and growth of town centres within East Dunbartonshire and capitalise on the area's tourist, leisure and natural assets Strategic Priority 3 – Ensure the key enablers of the economy are in place to support business to aid economic recovery and growth providing access to employment opportunities for East Dunbartonshire's workforce 	<p>Emerging Green Network Strategy (EDC)</p> <ul style="list-style-type: none"> The GNS will deliver a comprehensive strategy for protection and enhancement of the integrated, multifunctional system of corridors and stepping stones of open spaces which provide habitat connections for biodiversity and access connections for people. <p>The strategy will:</p> <ul style="list-style-type: none"> Map the existing network and identifies gaps Establish opportunities to enhance and improve the existing green network including on vacant and derelict sites, fragmented habitat and underperforming green spaces Identify priority areas for expansion of the network to realise a range of benefits including improved habitat connectivity, increased active travel and improved access to green space, enhanced health and wellbeing, and adaptation to the effects of climate change Access and active travel will form a key component of this Strategy ATS will influence and be influenced by the emerging Green Network Strategy

Local Policy

EDC Core Path Plan

- Aims to ensure that key routes are recorded and access is promoted through the area by foot, bicycle, horse or any other non-motorised means
- Presents a network of well used routes across the region designed to be as unrestricted as possible, although not all the paths cater for every user
- Explains that Core Paths should be fit for purpose; make circular routes and comprehensive networks, provide access and links and connect to the wider national network across boundaries
- ATS will support the network of Core Paths through the action plan by expanding and maintaining the existing routes

Emerging Culture, Leisure and Sport Strategy (EDC)

- Sets out the direction for culture, leisure and sport for at least the next five years by establishing an overarching ambition for provision within the area
- The strategy is the vehicle which links relevant national and local outcomes and objectives with the day to day activities of culture, leisure and sport and improvement on-the-ground
- CLS is partly driven by Active Scotland Outcomes Framework which describes the Scottish Government's ambitions for sport and physical activity
- Highlights need for physical activity regardless of method
- ATS will facilitate further physical activity and complement work and strategic priorities delivered through the CLS

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

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

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

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

1.7 The Ambition – what does success look like?

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

The benefits of active travel are set out in section 1.3. Clearly, East Dunbartonshire Council recognises that increased active travel participation is desirable but for the strategy to be focussed on enabling active travel and delivering results, it is necessary to define what success looks like in the local context. The ambition for this strategy for East Dunbartonshire is defined as:

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

This ambition defines a place where walking and cycling is facilitated with three considerations in mind for both local residents and visitors to the area.

The ambition is for East Dunbartonshire to be a place where people regularly walk and cycle for short journeys whether for commuting or leisure purposes, as a place where it is easy and pleasant to walk or cycle to public transport infrastructure to transfer to another mode of public transport but also where there is supportive infrastructure to allow travellers to use active travel for longer, cross boundary journeys.

For this ambition to be successful and for active journeys to become an attractive choice, multiple measures are required. Provision of good walking and cycle friendly infrastructure is important but if the urban environment which people have to navigate for their journey is unpleasant; characterised by poor air quality, noise pollution and the perception of poor

safety, it is likely the ambition will not be realised. Thus it is important to consider the wider environment and conditions for the pedestrian and cyclist overall and ensure that the urban and rural environments in East Dunbartonshire are attractive and desirable places to walk and cycle.



1.8 Aims

This Strategy has the following aims:

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

Aim 1: Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire

The strategy's first aim focuses on increasing the number of journeys made by walking and cycling and explicitly mentions the need to facilitate journeys, which implies carrying out works to actually enable active travel. The aim identifies increasing everyday journeys but also leisure journeys. While the Council intends to enable daily journeys for commuters based on analysis of workers' daily travel habits, there is also an ambition to draw walkers and cyclists to East Dunbartonshire for leisure and tourism purposes. East Dunbartonshire already enjoys many natural and cultural assets such as the Campsie Fells and excellent parks, with the enviable position of two National Cycle Routes traversing the area, a natural next step is to encourage and enable visiting walkers and cyclists to enjoy the area.

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

The second aim explicitly mentions delivery of a more connected network and reduces the risk of the strategy generating projects which fail to address gaps in the existing network. This aim also ensures that infrastructure which increases the effectiveness of routes like signage, dropped kerbs and crossing points is maintained and delivered effectively in order to supplement new routes. Successful delivery of this aim is likely to act as an enabler for those considering using active travel for everyday journeys but currently do not and is likely to make a positive contribution to delivery of the overall ambition for active travel in the authority area.

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

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



2. Partners and Consultations

A range of different stakeholders and communities have been involved in the engagement at two stages – firstly, early engagement and secondly, consultation on the draft strategy. These stakeholders represent a range of different active travel users and organisations which both directly provide active travel infrastructure as well as others which have important associated roles in helping to facilitate active travel.

2.1 Early Engagement

The development of this Active Travel Strategy has been informed by early engagement with stakeholders and communities through workshops and surveys.

Stakeholder Workshops

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

Attendees included representatives from a diverse range of organisations including: community councils, residents associations, NHS, Police Scotland, SPT, Cycling Scotland, Scottish Natural Heritage, Paths for All, Go-Bike, Sustrans, Tesco, Scottish Enterprise, Stirling Council, Scottish Canals, Scottish Enterprise, Visit Scotland, Bearsden and Milngavie Ramblers, Central Scotland Green Network partnership and CTC. After the workshop the results were collated and weighted scores were generated which summarised how the options were perceived by participants.

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



Online survey

Stakeholders were invited to submit responses to an online survey, which was opened up for responses for a period of four weeks during June and early July 2015. The survey sought information on many areas which informed the development of the Strategy, including on high level issues - such as 'The Ambition' setting the direction for the strategy, the aims and objectives - as well as gathering information on locally specific opportunities and gaps in the active travel network. The survey was completed by over 150 respondents and provided a good balance of stakeholders from different areas and active travel backgrounds. The survey provided productive input in relation to a wide range of issues that has assisted the development of actions in the Strategy. Further information on the survey and responses is available at www.eastdunbarton.gov.uk/activetravelstrategy

Key Themes

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

- **Expanding the network** with new cycle and walking routes, both within towns and the countryside and dedicated for active travel use to avoid conflict with motor vehicles. The network needs to be continuous without dead-ends. All new developments should integrate dedicated active travel routes which connect to the network.
- **Improving network** quality, including in relation to the environment and safety. The prioritization of active travel along shared transport corridors was strongly supported. Cycle lanes were a very popular suggestion, as was widening narrow sections of footway along roads and a greater number of crossing places.
- **Maintaining the network** to a high standard, for example ensuring good quality surfaces along cycle routes, pathways and pavements as well as reducing vehicles parking on cycle lanes and footways along roads – especially around schools.

- **Better connections from the network** to destinations. This particularly related to connections to public transport, but also to town centres, the Strathkelvin Retail Park, heritage assets such as the Antonine Wall and Forth-Clyde Canal, as well as parks and the countryside.
- **Increasing and improving facilities** that assist and enable active travel, for example providing seating along long distance routes. Changing facilities and bike storage are particularly sought – especially at train stations and town centres.
- **Improving awareness** of active travel and the network. In particular, consistent branded signposting to main routes and destinations, such as the Campsies, combined with reduction of competing sign clutter.
- **Behaviour change** amongst a wide range of parties. This included creating a modal shift in the culture of all society to increase sustainable and active travel whilst reducing car journeys, in particular in travel to schools. Educating road users to be considerate to cyclists was also popular.

Content within the actions reflect findings from early engagement. The rationale column within the Action Plan tables explains links to these themes.



2.2 Consultation on the Draft Active Travel Strategy

On 25 August 2015 the Council's Development and Regeneration committee approved the draft Active Travel Strategy for publication and a consultation period of six weeks from 26 August 2015 to 7 October 2015. A survey was created allowing organisations and individuals an opportunity to have their say on the draft strategy and comment on proposals within the action plan. This was principally available on the Council's website but paper copies were also available in libraries and at drop-in events.

The draft strategy engagement process including the online survey and paper copies of the survey and strategy available in libraries was publicised through the following means:

- Local press (Bearsden & Milngavie Herald, Bishopbriggs Herald, Kirkintilloch Herald)
- Council website and social media
- Email notification to recognised stakeholder groups and organisations (including those who previously commented on the Bears Way and agreed to be contacted in future); e.g. community councils, local residents associations, SPT, neighbouring local authorities, GoBike, Paths for All and Sustrans
- Hard copies of the strategy, evidence report and survey available to view at all EDC libraries
- The Local Development Plan newsletter

In addition to the on-line survey, two drop in sessions were held to provide additional opportunities for stakeholders to be involved and speak directly with council officers. The drop in sessions took place on 21 September at the Allander Leisure Centre from 3pm to 8pm and at Bishopbriggs Memorial Hall on 23 September also from 3pm to 8pm.

The survey provided an opportunity for individuals, businesses and other stakeholder groups to have their say on the council's draft strategy. The survey contained some basic qualitative questions designed to help the council understand more about the characteristics of who responded and questions on whether the strategy was easy to follow and if respondents were satisfied with the Action Plan. The final question of the survey was open ended and allowed participants to comment freely on any section or aspect of the strategy.

The survey was placed on the Council's website and publicised via local press and other channels including social media. A total of 150 responses were received within the survey period. The detailed results of the online survey and responses from key agencies such as SPT, Sustrans and Paths For All are provided in the Report of Engagement at www.eastdunbarton.gov.uk/activetravelstrategy.

A summary of the issues raised via the survey and the Council's response is provided in the table overleaf.

Survey Findings

Issue	Council Response	Change required?	Environmental Implications for consideration of change
Bears Way Cycle Scheme – Comments were received objecting to the project. Some supportive comments were also received.	This is a committed scheme and funded by SPT, Sustrans and Transport Scotland. The existing A81 carriageway (post Phase 1 construction) complies with all road standards and requirements. While the Council accepts that changes can take time to 'bed in' it is hoped that this will contribute to a long term behavioural change towards more sustainable transport use. The cycle scheme is consistent with findings of the SPT funded Route Corridor Study on the A81 which found a that a range of sustainable transport measures are required in order to reduce congestion on this transport corridor. Phase 1 has already been constructed. Phase 2 design is under consideration with consultation to take place over November 2015 with a drop in session being held in Kessington Hall, Bearsden on 19 November from 3pm to 8pm. This aims to find the optimum solution for the design of phase 2 taking into consideration the views of residents, businesses and any relevant stakeholders. A full, detailed response is provided in Section 2.2 of the Report of Engagement.	No change required in this Active Travel Strategy, however the Bears Way Phase 2 is committed subject to consultation and funding.	None - these projects are all committed and as such there are no reasonable alternatives for consideration through the SEA process. Any environmental mitigation would be addressed at the project delivery stage.
20 mph speed restrictions – supportive comments were received.	East Dunbartonshire Council will investigate the possibility of piloting 20 mph speed restrictions in some areas. This will require partnership working with Police Scotland.	No – This proposal was already included in draft Action Plan	None - This proposal was already included in draft Action Plan
Shared use paths/footways – Comments that shared use paths should be considered were received.	Some actions within the strategy state shared use paths off the carriageway will be investigated in some locations. Shared use paths offer multiple benefits in that they provide safe, off road routes for walkers and cyclists while not reducing carriageway width for motorists. However not all existing footways are wide enough to provide these. Each location considered will be assessed on a case by case basis to ensure the most appropriate infrastructure is implemented. A full, detailed response is provided in Section 2.2 of the Report of Findings.	No	No
Actions 1.7, 1.10 and 1.13 – Reassurance required that: mitigation measures will be carried out prior to actions being implemented and if mitigation measures identify unavoidable impacts the projects will be re-assessed.	Wording to reflect this has been added to these actions in Action Plan. The following text has been added to Actions 1.7, 1.10 and 1.13: "The mitigation measures recommended through the SEA Environmental Report for this Action will be considered and carried out prior to its implementation."	Yes	No
Little mention is made of cross boundary connections.	Some committed projects such as the Bears Way A81 project are aimed at providing traffic free routes into Glasgow. Upgrade of the Strathkelvin railway path improves links with North Lanarkshire and access to the Forth and Clyde Canal enhances access from Bishopbriggs and Kirkintilloch to Glasgow. Links to Stirling are provided in Action 1.13. East Dunbartonshire Council has consulted its neighbouring authorities and provided opportunity to feed into the strategy through its Transport Steering Group. There is also a focus on providing enhanced links to public transport infrastructure within East Dunbartonshire to allow for multi modal cross boundary journeys.	No	No

Issue	Council Response	Change required?	Environmental Implications for consideration of change
Linkage to the emerging Green Network Strategy (GNS) is weak.	This is a result of the phasing of the development of the two documents. During the development of the Active Travel Strategy (ATS), the Green Network Strategy was at an early stage, carrying out workshops and opportunities mapping. The GNS is therefore being developed with access as a central theme and is taking cognisance of actions within the ATS. The ATS has also been amended to make these links clearer in the delivery section.	Yes	No
There is mention of long distance routes but little about improving connections to them.	Actions 1.4, 1.5, 1.6, 1.9, 1.13 and 1.18 all aim to directly improve local access to long distance routes or provide connections to existing routes. This includes the circular route using two main routes to connect communities and town centre strategies providing enhanced access to the Forth and Clyde Canal, Strathkelvin Railway path, the West Highland Way and the Allander Way.	No	No
Reference to advisory cycle lanes is disappointing. Off road routes would be better which would also present Green Network opportunities. Add the word 'recreational' into the ambition.	Reference to advisory cycle lanes has been removed from the Action Plan. The Council endeavours to provide infrastructure that is consistent with Cycling by Design wherever possible and that is suitable for a range of users from unaccompanied 12 year olds to experienced commuters. The Council also aims to provide the most attractive routes possible off the carriageway wherever possible. EDC consider that the reference to "leisure" in aim one of the strategy sufficiently clarifies that leisure/recreation is a clear priority for the strategy to deliver benefits for.	No	No
Share with Care in Milngavie Town Centre without linear, clearly marked lanes, may not be feasible. Consideration must be given to vulnerable users.	EDC welcomes support of the strategy and for the constructive comments received. Any changes to restrictions or guidelines such as proposed changes to town centres like permitting cycling in Milngavie Town Centre would be investigated in consultation with residents, community groups and any other interested parties. EDC notes that an Equalities Impact Assessment was carried out for this strategy and that any proposals will include further consultation with all equalities groups where required.	No	No
There are no measures for wheelchair users	It is considered that all of the projects which facilitate walking will also improve conditions for wheelchair users. Any works that include surfacing or review of walking infrastructure will consider suitability for wheelchair users.	No	No
There are no measures proposed for Switchback Rd/ Westerton	Several proposals are aimed at improving links to the Bears Way from other areas of Bearsden and Milngavie. While it is correct that there is no current plan of works for Switchback Rd, it may be possible to consider this route at some point in the future. East Dunbartonshire Council is currently in discussion with ScotRail, with the aim of improving active travel provision at all of the train stations in the authority area, including Westerton. This would provide station users with the option of safely parking bicycles at the station or clearly signed directions to the Forth and Clyde Canal providing a traffic free route into Glasgow city centre.	No	No
There is nothing in the strategy that will benefit older people	There are numerous proposals in the strategy that aim to make walking and cycling safer for all. Proposals that aim to reduce traffic in the area will reduce noise and air pollution, improving the general environment for walking or cycling. While some older people may find walking or cycling longer distances difficult, the proposals aim to improve conditions for short journeys and reduce the need for people to use motor vehicles. It is considered that many older people would benefit greatly from improved walking and cycling provision, through creation of a more pleasant environment with reduced traffic. See full and detailed response in Section 2.2 of the Report of Findings.	No	No

Issue	Council Response	Change required?	Environmental Implications for consideration of change
Strategy takes no account of public transport service provision	This strategy is focussed on increasing walking and cycling for everyday journeys. Many actions within the strategy are aimed at improving local walking and cycling networks allowing people to walk or cycle to town centres, leisure facilities or public transport infrastructure. The Local Transport Strategy (LTS) 2013-2017 outlines the approach to developing public transport provision to improve travel options and general connectivity for residents and visitors. This is due for refresh in 2017 and the next iteration of the LTS will integrate with proposals included within this Active Travel Strategy to ensure that walking and cycling measures are fully integrated with public transport services as much as is possible within the remit of East Dunbartonshire Council.	No	No
Strategy is too focussed on cycling	<p>The revised strategy will clarify where projects will contribute to either cycling or walking or both. Following the network review, it is clear that an extensive walking network already exists in East Dunbartonshire but with scope for enhancement. Many consultation responses identified an already strong level of provision for walking in the area. However, the cycling network is comparatively undeveloped and often requires retrofitting into an existing system which was generally constructed primarily to accommodate motor vehicles. The Action Plan now identifies actions that improve walking provision as well as cycling. See detailed response in Section 2.2 of the Report of Findings.</p> <p>Paths for All requested that in the policy context section, reference is made to the National Walking Strategy. The omission of reference to the NWS policy context section was an error in the draft Active Travel Strategy and this will be amended and clearly referenced in the final version.</p>	<p>No</p> <p>Yes</p>	<p>No</p> <p>No</p>
Schools – Comments on need for improved access to schools were received.	East Dunbartonshire Council is currently carrying out its Primary School Improvement Plan. Wherever possible, new schools will incorporate sustainable transport options and options for walking and cycling. There are several measures proposed within the strategy such as school travel planning, events, cycle training provision that aim to provide training and behavioural change incentives to increase children walking or cycling to school. All measures will be assessed on a case by case basis so that bespoke solutions are explored for each school in East Dunbartonshire. See response in Section 2.2 of the Report of Findings.	No	None
Committed projects should appear in the action plan and monitoring table in addition to new projects	The design and layout of the Strategy can be changed to accommodate this suggestion. Therefore committed projects can be moved into the Action Plan tables, this does not represent a content change to the strategy however:	Yes - committed projects to be included in Action Plan and Monitoring table	None - these projects are all committed and as such there are no reasonable alternatives for consideration through the SEA process. Any environmental mitigation would be addressed at the project delivery stage
No Cost estimates for projects are provided	EDC regrets that this is not possible in the context of this strategy document. The projects proposed are based over a five year period and many proposals are conceptual at this stage with no design feasibility work carried out. Publishing high level cost estimates without detailed design feasibility is of little use as they may be inaccurate and cause unnecessary concern. See response in Section 2.3 of the Report of Findings.	No	No

Issue	Council Response	Change required?	Environmental Implications for consideration of change
Maps need clarification and more detail	New maps have been produced to focus on local areas and provide further detail on proposals.	Yes	No
Clarification on approach to developing the network required	EDC will provide additional clarification on development of infrastructure in the delivery section of the Active Travel Strategy. See response in Section 2.3 of the Report of Engagement.	Yes	No
Consider parallel routes in place of on-road routes	EDC, will consider all options when developing infrastructure and where space allows and where appropriate, this will include investigation of routes parallel to roads in order to not adversely affect bus and car journey times.	Yes	Where Advisory Cycle Lanes (ACLs) (A803, A810) considered, consider off road alternative.
Monitoring Table requires clarification	EDC has made changes to the Monitoring Table to clarify which data sources and indicators will be used to monitor the Strategy.	Yes	No



3. East Dunbartonshire's Existing Active Travel Network

3.1 Network Review and Gap and Issue Analysis

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

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

It was identified that some areas of the network are affected by a number of issues such as: variable surface quality, access across farmland, signage inconsistency, drainage, crossing facilities, lighting, junctions, lack of infrastructure in places and some physical barriers exist. It was also noted that a number of gaps in the network exist with less than ideal connectivity between settlements creating real barriers for cross authority active travel. A full list of identified issues is available in Capita's Background Report in Section 5 (Page 59). As noted in section 1.1 and the accompanying Map 1, East Dunbartonshire benefits from having Forth and Clyde Canal NCR 754, the Strathkelvin Railway Path NCR 755, the start of the internationally renowned West Highland Way, many known access routes and well developed network of core paths in and around its urban centres. These assets form an excellent base from which to develop the already growing active travel network in East Dunbartonshire.

3.2 Behaviour change

In order to complement any physical infrastructure measures implemented to increase active travel, there is a requirement for a programme of softer measures including marketing and promotion. This Behavioural Change Plan outlined in Section 4, Table 4.3 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 providing targeted marketing in order to induce positive behavioural change.

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

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 generally the more attractive, quicker and more convenient mode of transport.

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

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

3.3 Strengths Weaknesses Opportunities Threats (SWOT) Analysis

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

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

Summary

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

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

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

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

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

Across East Dunbartonshire, connecting all the gaps could provide a circular long-distance route with branches to points of interest, to smaller heritage trails, and out across the area's boundaries.

To read Capita's Technical Report in full please refer to Appendix G in the Capita Background Report available at www.eastdunbarton.gov.uk/activetravelstrategy



4 Action Plan

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

4.1 How to use this Action Plan

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

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

Approach – The ‘Approach’ column provides more detail on how the action is going to be delivered. Where appropriate, this column provides specific details of locations for some measures. In many cases, actions within the action plan are general proposals with specific infrastructure to be determined at the design stage in consultation with the public. Overall, it is the intention of the Council to ensure infrastructure is fit for all to use and takes account of all potential users’ needs. Further detail on how active travel infrastructure will be developed is provided in the delivery section

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

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

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

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

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

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

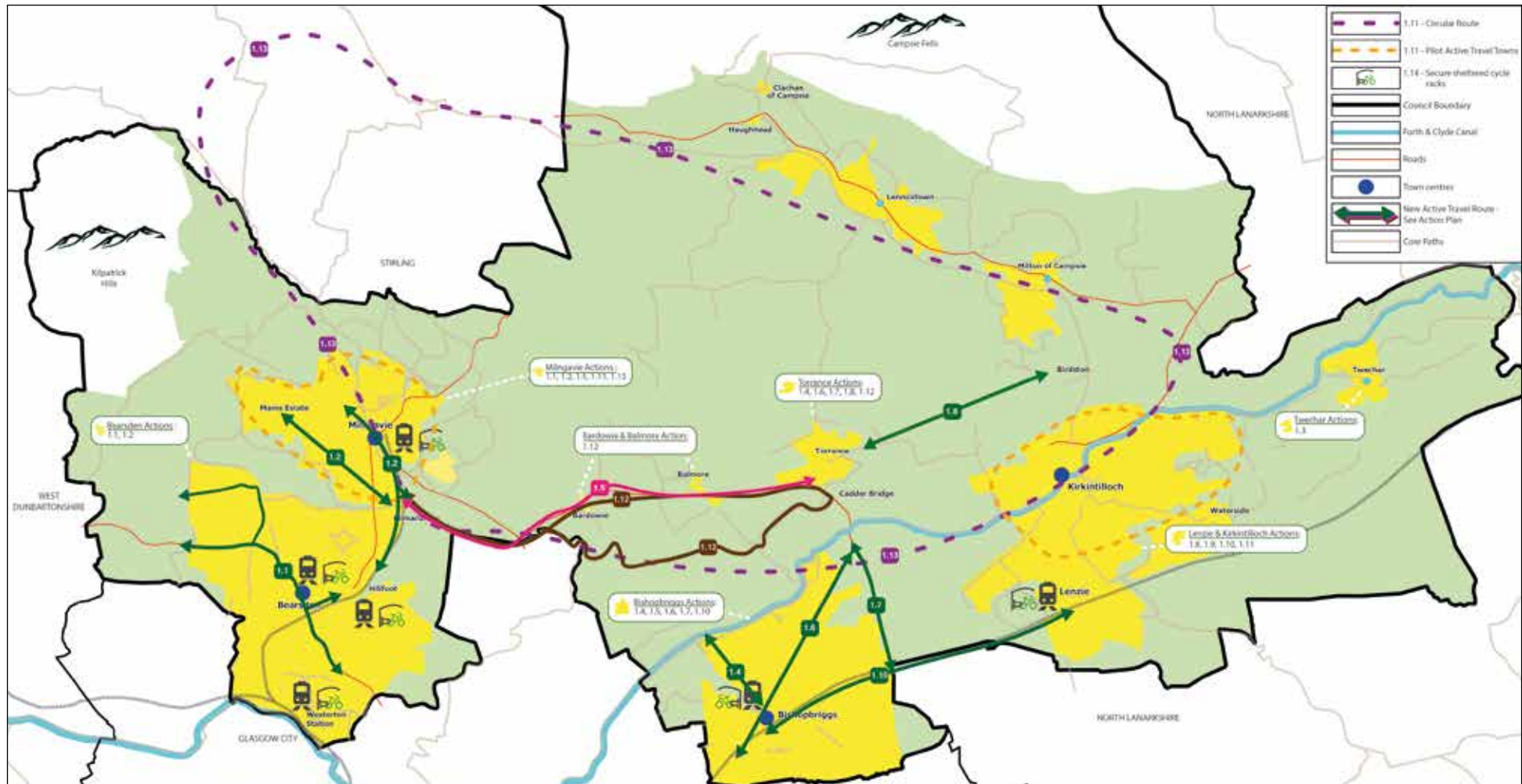
- Bearsden and Milngavie
- Bishopbriggs, Torrance, Balmore and Bardowie
- Kirkintilloch, Lenzie, Waterside and Twechar
- Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie

Potential delivery and funding partners - This section states the range of partners likely to be involved in the delivery of an action i.e. whether this will be delivered by East Dunbartonshire Council only or with other external partners. This list is not exhaustive and may change as the action is delivered. It does not include broader partners who the Council will work and consult with as the action is developed and delivered. More information on this process can be found in Section 5 - Delivery and Monitoring.

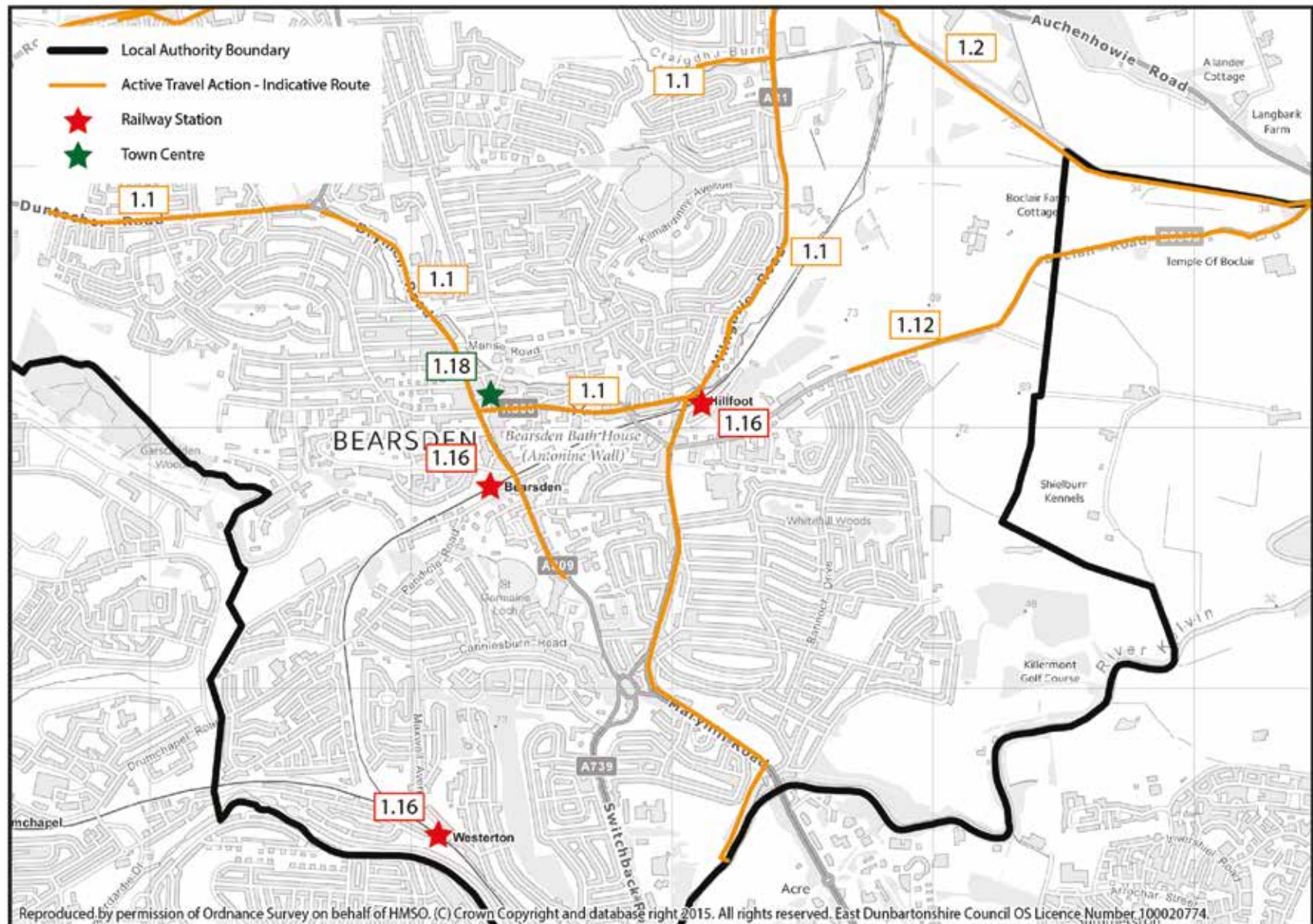
Timescale – This column outlines when the action will be delivered. The timescales are split into three categories, short, medium and long term. The definitions of the timescales for the purpose of the Active Travel Strategy are presented below:

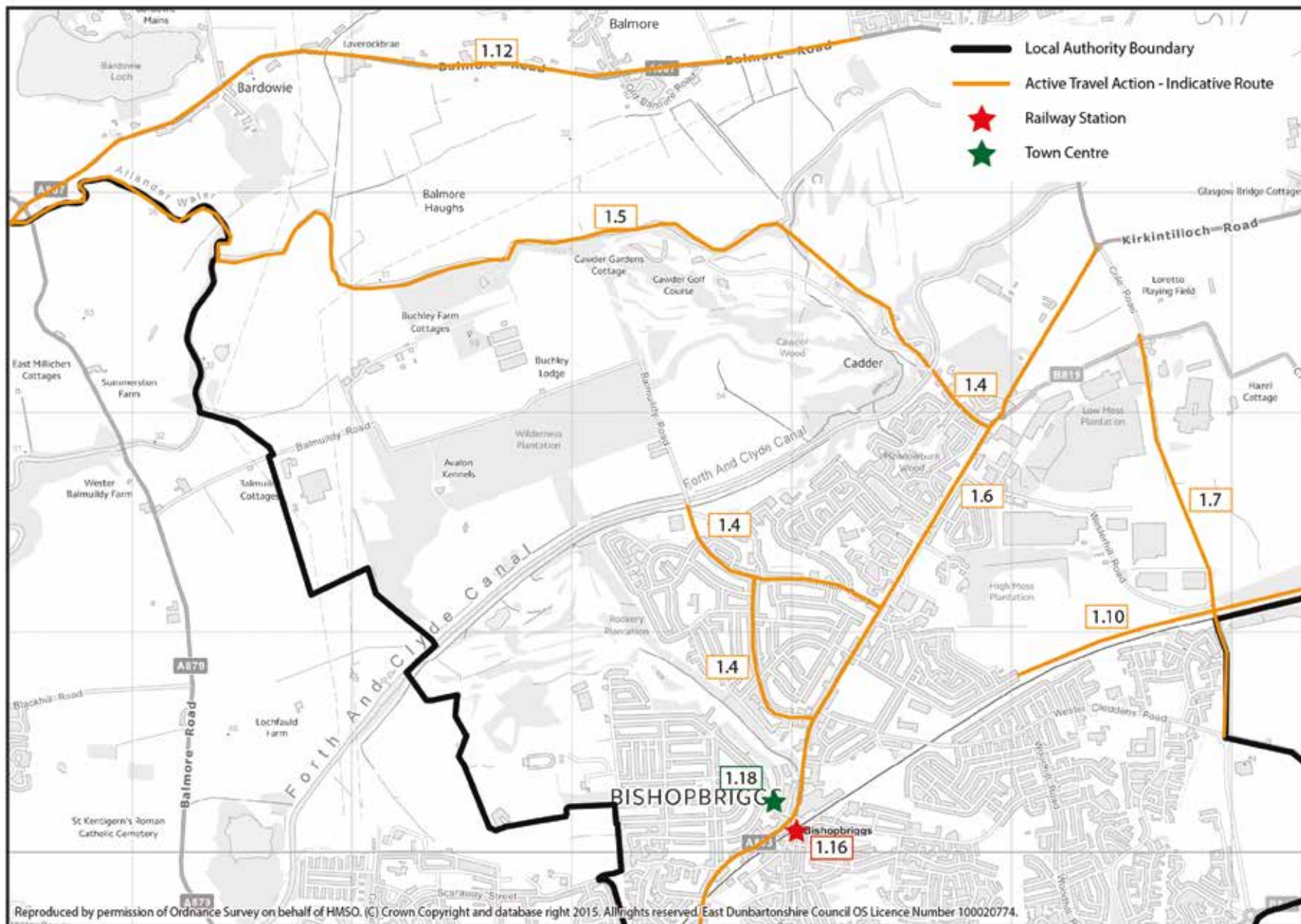
- Short – 1-2 years
- Medium 2-5 years
- Long – 5 years or more.

The infrastructure projects included in Table 1 are shown in maps 2 - 7 overleaf.

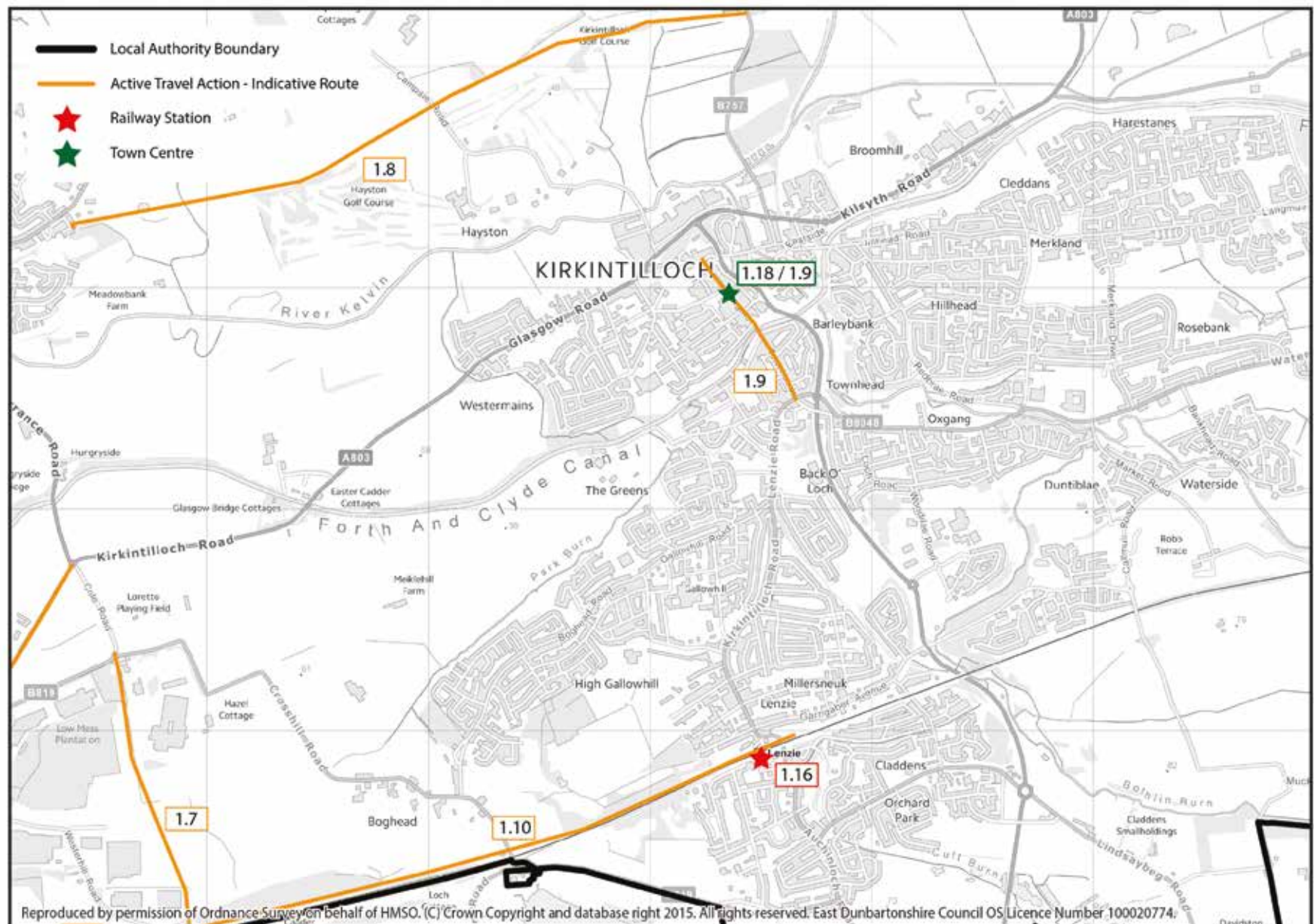
Map 2: East Dunbartonshire - map of active travel infrastructure projects

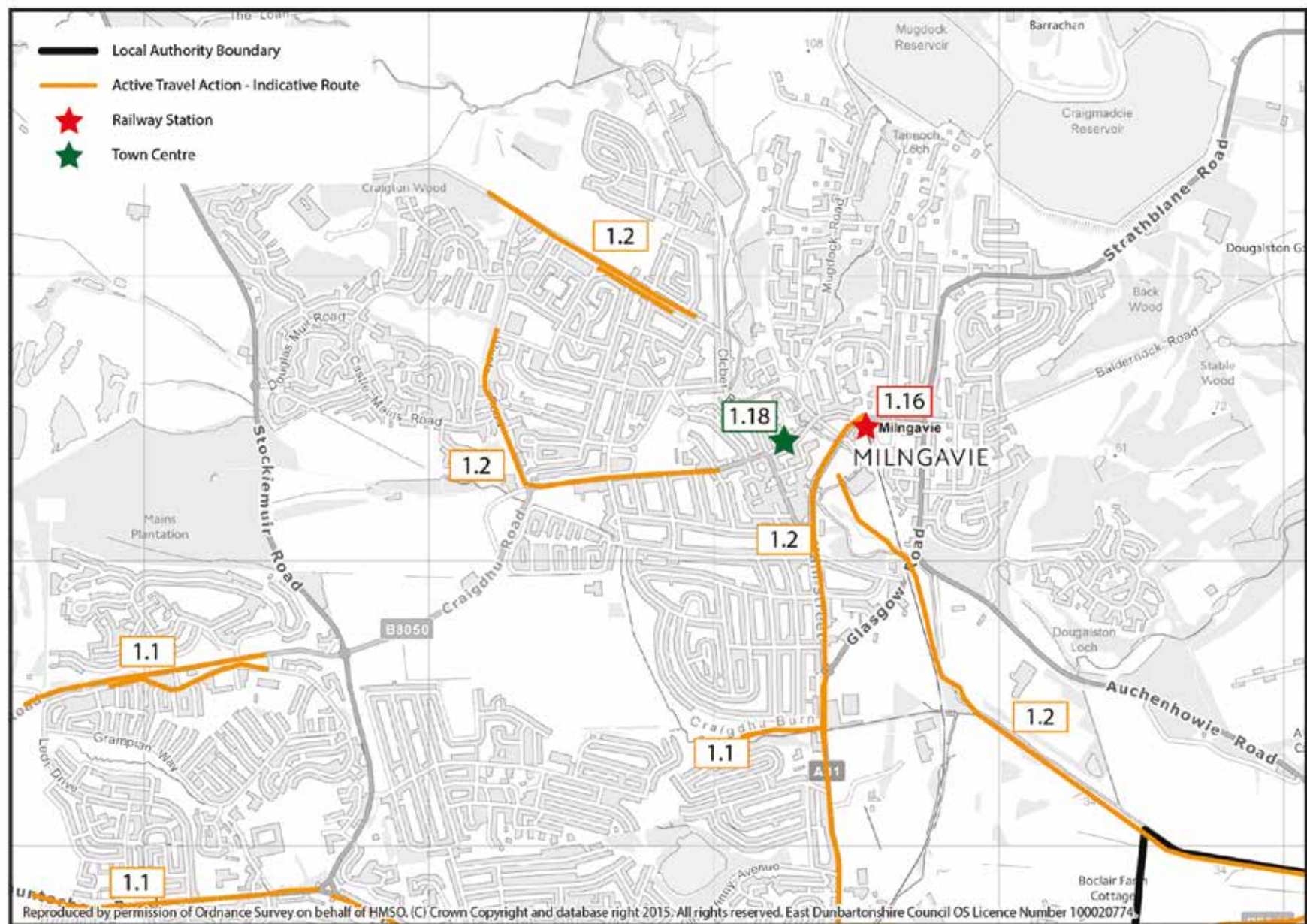
Map 3: Map of active travel infrastructure projects - Bearsden



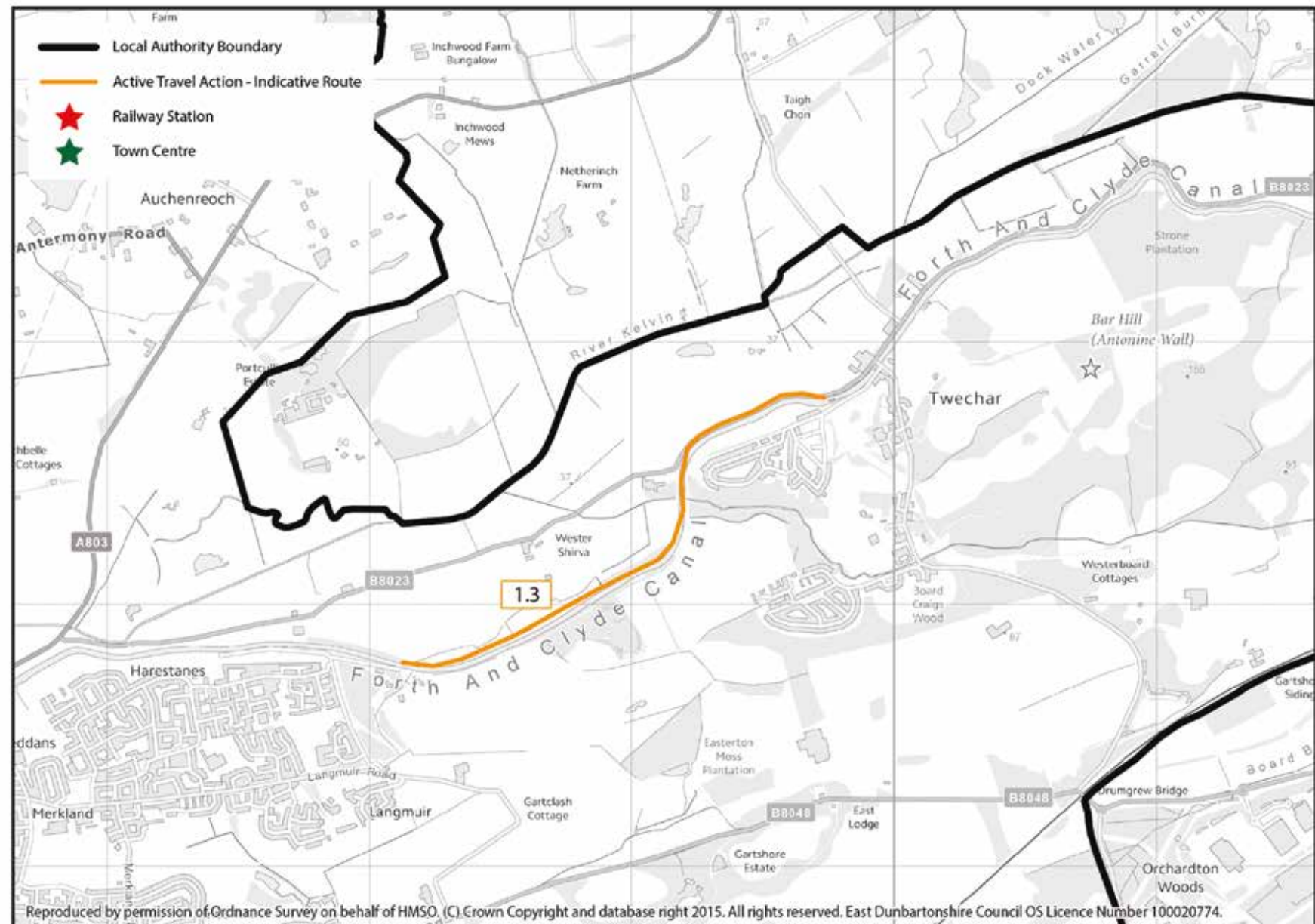
Map 4: Map of travel infrastructure projects – Bishopbriggs

Map 5: Map of active travel infrastructure projects - Kirkintilloch



Map 6: Map of active travel infrastructure projects – Milngavie

Map 7: Map of active travel infrastructure projects – Twechar



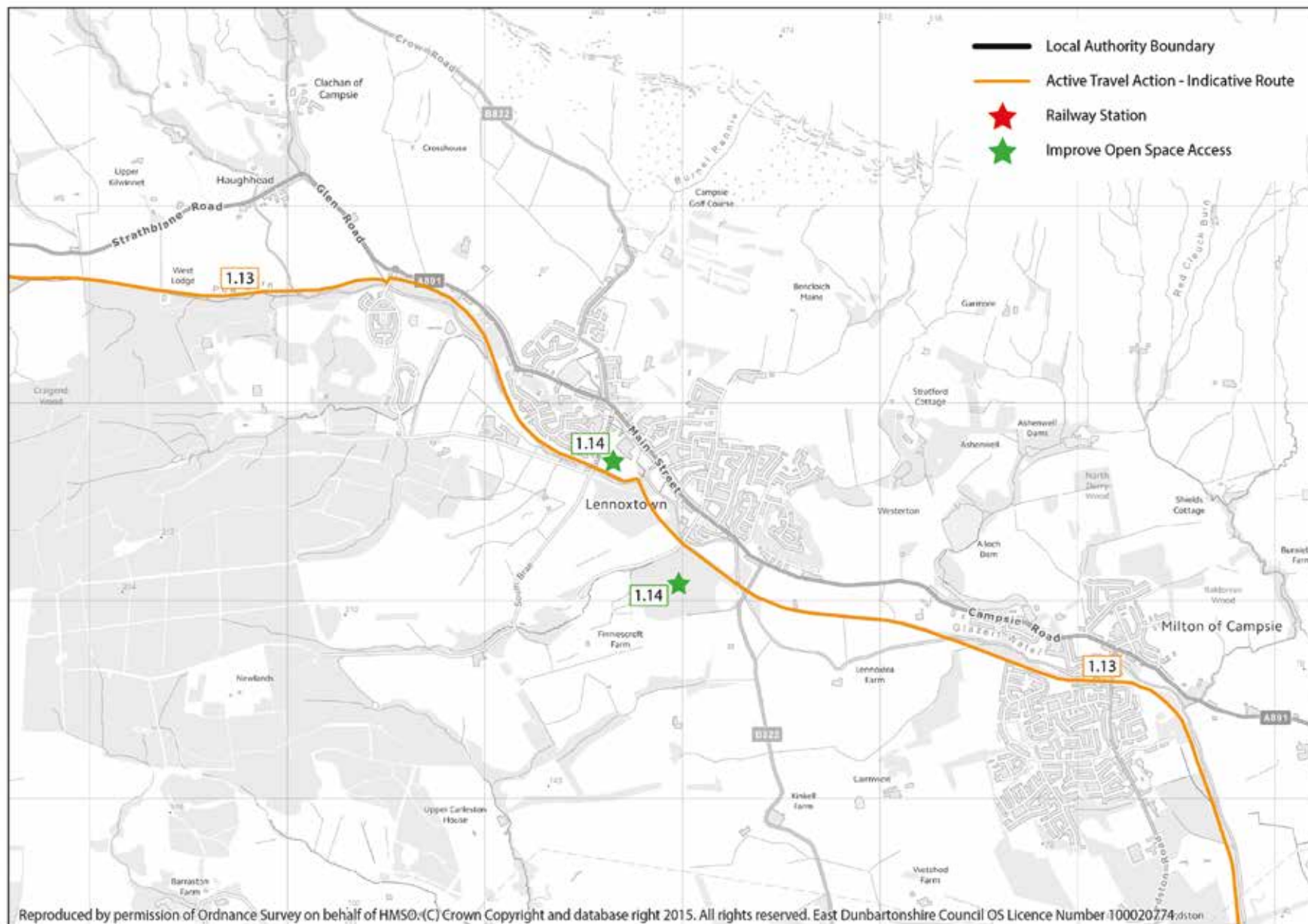
Map 8: Map of active travel infrastructure projects – Lennoxtown

Table 4.2 – Increasing active travel through delivery of infrastructure

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.1 - Enhancement of path and cycle network - Bearsden	<p>Investigate the feasibility of provision of new infrastructure or enhancement and its likely environmental implications, at:</p> <ul style="list-style-type: none"> Continuation of the Bears Way cycle scheme to Glasgow City Council boundary (committed)* Mosshead/Craigdhu Wedge – upgrade path network including signage whilst considering potential concerns of habitat loss A810 Duntocher Road corridor B8050 Baljaffray Road/Grampian Way corridor A808 Roman Road –connecting the A809 to the A81 A810/A809 Duntocher Rd/Drymen Rd corridor 	<p>Audit identified varying quality and poor connectivity of footpath and cycle network. Removal of physical barriers and provision of new connecting routes or infrastructure to provide additional options for active travel. Increase attractiveness of walking and cycling. Provides links between communities, schools, stations and attractions. Enhances connections to public transport infrastructure and services/ amenities.</p> <p>Action addresses different aspects raised during early engagement; in particular those falling within ‘improving network quality’ and further enhancements have been made to this action following the consultation on the draft strategy as set out in table in section 2.2.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Bearsden and Milngavie	EDC, Sustrans, SPT, Paths For All	Medium/ long



*The Bears Way Scheme Phase 1 has already been constructed and is in place. The full scheme is committed subject to funding and a consultation. It was developed prior to this strategy and is included in this strategy in order to ensure monitoring of the project is included in reporting of monitoring of this Active Travel Strategy.

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.2 - Enhancement of path and cycle network - Milngavie	<p>Investigate the feasibility of provision of new infrastructure or enhancement, and its likely environmental implications at:</p> <ul style="list-style-type: none"> Path between Kilmardinny and Milngavie Town Centre - high quality shared use path, enhancing the existing path adjacent to Allander Leisure Centre to connect proposed Kilmardinny development to Allander Walkway. <p>Cycle link between Mains Estate and Allander:</p> <p>Investigate the feasibility of providing enhanced cycle link between Mains Estate and Allander Leisure Centre/A81. Potential routes include:</p> <ul style="list-style-type: none"> Craigdhu Road Hunter Road Craigton Rd/Gardens <p>A81 cycle route on Woodburn Way/ Main St north of Park Road extension.</p> <ul style="list-style-type: none"> Extend A81 cycleway to Milngavie Train Station and Milngavie Town Centre 	<p>Route Corridor Studies recommends delivery of connecting path* between Milngavie Town Centre/Milngavie Rail Station and the Kilmardinny development. Ensures active travel connection between development and town centre/rail station.</p> <p>Audit identified gap in network and opportunity to link Bearsway with Milngavie rail station. Improves connectivity. Active travel connection between residential and TC/Bearsway/ Station. Enhances connections to public transport infrastructure. Route corridor studies recommend extending A81 cycleway to town centre and station. Improved connectivity to station.</p> <p>Action addresses issues raised in early engagement relating to the 'Better connections'</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Milngavie, Bearsden	EDC, Sustrans, SPT	Medium/long
1.3 Twechar Towpath and Crossing Improvements	Upgrade of towpaths around Twechar and investigate feasibility of implementing new or enhanced crossing facilities.	<p>Audit identified poor quality surfacing and crossing provision at some locations.</p> <p>Action relates to 'Enhancing the network' noted in early engagement.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Twechar	EDC/ Scottish Canals, Sustrans	Short/ medium

*A route corridor study for the A81 and A803 can be found here: <http://www.eastdunbarton.gov.uk/residents/planning/planning-policy/transport>

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
I.4 Bishopbriggs/ Forth and Clyde Canal access	Investigate options to improve access from Forth and Clyde Canal into Bishopbriggs, including the environmental implications of these options.	<p>Audit identified poor quality access from Forth and Clyde Canal into Bishopbriggs.</p> <p>Action relates to 'Better connections' noted by stakeholders in early engagement, with many specifically referring to a desire to connect to the canal.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Bishopbriggs/ Torrance	EDC/ Scottish Canals	Medium
I.5 - East – west connectivity improvements – Allander Walkway to Cadder Bridge	Explore feasibility of developing existing infrastructure at Cadder, along the Allander and River Kelvin, improving the core paths and extending them to meet at the river confluence, including the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss.	<p>Early engagement and audit identified lack of connectivity between east and west. Presents a strong opportunity for cross-boundary connectivity beyond East Dunbartonshire into Glasgow. Action improves connectivity between settlements and areas in EDC.</p> <p>Addresses a range of issues raised in early engagement, including 'Improving network quality', 'Better connections', and 'Expanding the network'.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network.</p>	Bishopbriggs and Milngavie	EDC, Glasgow City Council, Sustrans, SPT	Medium

**Note: Route corridor study focussed on strategic level transport interventions and did not appraise active travel measures but assumed these would be delivered through LTS.

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.7 - Bishopbriggs Relief Road (BRR) / Westerhill Road – Active travel corridor	<p>Implementation of a new active travel (off road) route on Westerhill Rd parallel to Phase 4 of BRR.*</p> <p>Investigate the feasibility of providing cycleways and footways at the side of the phase 5 of BRR carriageway, with supportive street scaping, LED lighting.</p> <p>The mitigation measures recommended through the SEA environmental report for this action will be considered and carried out prior to its implementation.</p> <p>Investigate feasibility of developing River Kelvin railway path. Upgrade of disused railway path to connect via desire line to replace meandering route around Hayston and Kirkintilloch Golf Clubs.</p> <p>Investigation must include the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss .</p>	<p>Audit identified opportunity to connect Strathkelvin retail park, eastern Bishopbriggs developments, Westerhill. Improves connectivity and provides connections between retail and residential developments.</p> <p>Action reflects comments received during engagement relating to 'Expanding the network'.</p> <p>This action will enhance the walking and cycling network.</p> <p>Lack of connectivity of Torrance identified as issue in consultation. Opportunity to join Torrance to the Strathkelvin Railway Path and provide connectivity to the north into the Campsies and south to Kirkintilloch. Provide improved connections between settlements and areas of EDC.</p> <p>Action reflects comments received during engagement relating to 'Expanding the network and 'Better connections'.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Bishopbriggs, Torrance	EDC, Glasgow City Council, SPT, Sustrans	Medium/ long – design phase complete. Construction to commence after BRR Phase 4 April - 2017.

*BRR Active Travel corridor is a financed and committed project, planned prior to development of this Active Travel Strategy.

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.8 - Torrance to Birdston via the River Kelvin railway path	<p>Investigate feasibility of developing River Kelvin Railway path. Upgrade of disused railway path to connect via desire line to replace meandering route around Hayston and Kirkintilloch Golf Clubs.</p> <p>Investigation must include the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss.</p>	<p>Lack of connectivity of Torrance identified as issue in consultation. Opportunity to join Torrance to the Strathkelvin Railway Path and provide connectivity to the north into the Campsie and south to Kirkintilloch. Provide improved connections between settlements and areas of EDC.</p> <p>Action reflects comments received during engagement relating to 'Expanding the network and 'Better connections'.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Torrance and Kirkintilloch	Torrance and Kirkintilloch	Medium/long
1.9 - Kirkintilloch Town Centre Masterplan	Deliver the Kirkintilloch Town Centre Masterplan and associated public realm improvements in order to enhance conditions for walking and cycling*.	<p>Prior to the development and adoption of the Masterplan, Kirkintilloch town centre had been in decline and under-performing for a number of years and was in need of intervention.</p> <p>In gathering data and understanding town centre access and movement the Masterplan Project Team conducted research analysis concluding that:</p> <ul style="list-style-type: none"> • Streets are excessively cluttered, creating access issues • Some footways are narrow • Needs better quality public realm and improved public spaces • Roads are busy causing perception that vehicles dominate the town centre <p>Once complete, the Cowgate Street Design Project will be one of a number of projects which seek to enhance the town centre environment.</p> <p>Actions particularly relate to the issue of 'Enhancing the network' which was often noted by respondents to the consultation.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling.</p> <p>2- Deliver a more connected network</p>	Kirkintilloch, Lenzie, Bishopbriggs.	EDC, Sustrans, SPT	Medium/long Feasibility study completed 2015.

*Kirkintilloch Town Centre Masterplan is a financed and committed project, planned prior to development of this Active Travel Strategy.

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
I.10 -Kirkintilloch/ Lenzie to Bishopbriggs route	<p>Provision of an off road route adjacent to railway line connecting east Bishopbriggs with Kirkintilloch/Lenzie. Investigation must consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss. *</p> <p>The mitigation measures recommended through the SEA environmental report for this action will be considered and carried out prior to its implementation.</p>	<p>Audit identified lack of desire line connectivity between Bishopbriggs and Kirkintilloch, poor routes and infrastructure into Bishopbriggs town centre. Connectivity enhanced by complimentary projects such as A803 improvements and BRR active travel provision. Provides active travel corridor between major settlements.</p> <p>Action addresses the issue of creating a 'Better connection of the network to destinations' raised in consultation, whilst also 'expanding the network' noted by respondents during early engagement.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Kirkintilloch, Lenzie, Bishopbriggs.	DC, Sustrans, SPT, EDC	Medium/long Feasibility study completed 2015.
*Kirkintilloch/Lenzie to Bishopbriggs route feasibility study is a financed and committed project, planned before development of this strategy.						

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.11 - Milngavie and Kirkintilloch – Active Travel Towns	<p>Pilot designation of Milngavie and Kirkintilloch as 'Active Travel Towns'.</p> <p>The development of Milngavie and Kirkintilloch as Active Travel Towns will be taken forward through the town centre strategies (see action 1.18), including the Kirkintilloch Town Centre Masterplan (see action 1.9). The following will be considered further through this work:</p> <ul style="list-style-type: none"> Investigate Milngavie precinct opening to cyclists on a 'Share with care' basis. Build on Milngavie's location as start of West Highland Way as an active travel destination, accessible by foot, cycle, bus and train. Build on Kirkintilloch's location on the Forth and Clyde Canal and NCR 754 as an active travel destination. Complements Kirkintilloch Town Centre Masterplan project. Provision of secure cycle parking, enhanced information provision and high standards of public realm. Assessment of the likely environmental effects of proposals will be completed before implementation. 	<p>Audit identified lack of infrastructure in town centres. Sends mixed message to commuters and visiting cyclists.</p> <p>Action relates to 'Increasing and improving facilities' as well as 'Better connection of the network to destinations' noted by respondents during early engagement.</p> <p>Consultation responses supportive as long as details are consulted on.</p> <p>This action will enhance the walking and cycling network.</p>	1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling	Milngavie, Kirkintilloch	EDC	Medium
1.12 - A807 Torrance to Milngavie/ Bearsden	<p>Investigate the feasibility of providing a connecting route between Torrance and Milngavie and Bearsden along the A807, including its environmental implications. Potential route could connect to Milngavie along A807.</p> <p>Cost benefit analysis required to confirm primary function leisure/commuting. To be considered in conjunction with circular route stage.</p>	<p>Could provide a link between east and western settlements. Street lighting, straight route and natural surveillance would appeal to commuting cyclists. Connect Torrance/ Balmore with Milngavie and Bearsden.</p> <p>Action relates to 'Expanding the network' and 'Better connections' noted by respondents during the early engagement.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC, Stirling Council, Glasgow City Council, Sustrans. Paths for All, SPT	Medium/ long (sections medium, overall route long term).

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
I.13 – East Dunbartonshire Loop	<p>Creation of an East Dunbartonshire circular route, connecting the majority of settlements and plugging existing gaps. Links to be provided via:</p> <ul style="list-style-type: none"> Allander Walkway to River Kelvin path (eastwards) Cadder (works required to upgrade link between River Kelvin path and F & C Canal) Kirkintilloch – Improved connectivity between NCRs 754 and 755 Strathblane – investigate possible routes: via Old Mugdock Rd/ connect with West Highland Way into Milngavie / A81 to Milngavie Reservoirs Milngavie town centre to Allander Walkway <p>The mitigation measures recommended through the SEA environmental report for this action will be considered and carried out prior to its implementation.</p>	<p>Audit identified multiple gaps between settlements and opportunity to connect gaps and provide leisure/ tourism opportunity to draw active travel tourism to the region. Opportunity to build on existing NCR provision of NCR 754 and 755. Provide improved connections between settlements and areas of EDC. Stimulates journeys for leisure purposes and enables commuting journeys.</p> <p>Actions address two issues recurring in consultation; 'Expanding the network' and also 'Better connections'.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC, Stirling Council, Glasgow City Council, Sustrans. Paths for All, SPT	Medium/ long (sections medium, overall route long term).

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.14 - Improve access by active travel to green network/open spaces	<p>Support the delivery of access related actions identified through the Open Space Strategy 2015 including:</p> <p>Access/path improvements to the following locations:</p> <p>BEARSDEN</p> <ul style="list-style-type: none"> Colquhoun Park Roman Park Cluny Park Westerton Park Templehill Woods Cairnhill Woods St. Germain Loch <p>MILNGAVIE</p> <ul style="list-style-type: none"> Milngavie Reservoirs Lennox Park <p>BISHOPBRIGGS</p> <ul style="list-style-type: none"> Hilton Park Meadowburn Park Low Moss High Moss <p>TORRANCE & BALMORE</p> <ul style="list-style-type: none"> West Balgrogan Marsh Kelvin Valley Way <p>LENZIE</p> <ul style="list-style-type: none"> Christine's Way, Greenwood to Park Burn Park Burn Millersneuk Marsh LNCS <p>TWECHAR</p> <ul style="list-style-type: none"> Twechar Public Park Shirva Glen <p>LENNOXTOWN, MILTON OF CAMPSIE, CLACHAN OF CAMPSIE & HAUGHHEAD</p> <ul style="list-style-type: none"> Station Road playing fields Redhills woodland <p>Implement key recommendations in the approved Antonine Wall World Heritage Site interpretation plan and access strategy including improving signage, interpretation, visitor information, access routes and visitor facilities at individual sites along the wall.</p> <p>Inform the development of the emerging Green Network Strategy opportunity mapping through the access to green space component.</p>	<p>Emerging Green Network Strategy (GNS) -developing access to green network assets. Opportunity to integrate strategies to ensure quality of provision of active travel access to green network in order to maximise benefits of both strategies. Removes barriers to active travel, increases access to open spaces, improves connectivity between town centres and residential areas. The active travel network will form part of the green network in some cases, therefore the multifunctional nature of this network must be enhanced and maintained.</p> <p>Open Space Strategy – ensures the integration of both strategies and the opportunity for multi-beneficial projects to be delivered.</p> <p>Actions address two issues recurring in early engagement; 'Expanding the network' and also 'Better connections' - high number of respondents to consultation noted green spaces as an important destination to connect to.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC, Central Scotland Green Network Partnership, SPT, Sustrans	Short/medium

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
I.15 - Cycling in EDC parks	Permit cycling in all EDC parks on a 'Share with care' principle. Removal of 'Cyclists dismount' signs. Provision of line marking indicating shared use/widening of footways where appropriate and signage in parks. Provision of cycle racks in parks. Investigation will consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss.	<p>Early engagement identified lack of cycling infrastructure in EDC parks as a barrier to cycling and a missed opportunity.</p> <p>Provision of cycle routes through parks relates 'Expanding the network' as noted in consultation, whilst also creating 'Better connections'.</p> <p>This action will enhance the cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC	Short/medium
I.16 - Secure cycle storage at rail stations and town centres.	Provision of sheltered cycle parking racks at all rail stations and town centres in EDC.*	<p>A81 route corridor study recommends provision of sheltered and secure cycle parking to increase cycling journeys to stations. At Hillfoot and Milngavie, this complements the recent A81 Bears Way project.</p> <p>Early engagement identified integration with public transport as crucial.</p> <p>Action relates to 'Increasing and improving facilities' raised by stakeholders during early engagement.</p> <p>This action will enhance the cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC, SPT, Scotrail	<p>Short/medium</p> <p>Milngavie Station Travel Hub – Delivery 2015-2016</p> <p>Lenzie Station Travel Hub - Design consultation 2016</p>
I.17 - Planning policy and development management	<p>Deliver the Local Development Plan for East Dunbartonshire and associated planning guidance to ensure robust planning policy in place for sustainable transport as part of development.</p> <p>Through development management - ensure that transport assessments and travel plans for developments are provided and processes for monitoring are in place.</p>	<p>Ensures sustainable transport is embedded in planning process and provides for active travel.</p> <p>Relates to improving 'Behaviour change' and 'Improving awareness' noted in early engagement, as well as 'Maintaining the network'.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p>	Area wide	EDC	Short/medium
*Milngavie Station and Lenzie Station Travel Hubs are financed and committed projects, planned before development of this strategy.						

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.18 - Town centre strategies	<p>Prepare development strategies for the long-term improvement of each town centre to include:</p> <ul style="list-style-type: none"> • creation of pedestrian and cycle friendly centres, and • key priorities for improving accessibility. <p>Carry out a review of Bishopbriggs, Milngavie and Bearsden town centres to help establish opportunities for improving the physical environment for pedestrians and cyclists.</p> <p>The individual strategies will seek to maintain and improve accessibility to and within each town centre. Potential measures include:</p> <ul style="list-style-type: none"> • de-cluttering streets • improved cycling facilities including provision of secure cycle parking, • better signage • effective use of shared space. <p>This will be dependent on existing provision within each centre, as identified through the health checks on a case by case basis.</p> <p>Kirkintilloch's strategy is the town centre masterplan, see action 1.9.</p>	<p>Audit identified a lack of infrastructure in town centres which sends mixed message to commuters and visiting cyclists. Ensures town centres are accommodating of active travel. Enhances connections to public transport infrastructure.</p> <p>Relates to 'Increasing and improving facilities' and 'Improving awareness' raised in consultation.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC and partners identified through strategy process	Medium

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.19 - 20 mph zones	<p>Investigate the feasibility of formalisation of mandatory 20 mph zones in residential areas through Traffic Regulatory Order (TRO); including any likely environmental effects.</p> <p>Problem speeding locations to be prioritised and TRO to be complemented by appropriate street-scaping, traffic calming, raised tables or width restrictions where appropriate.</p> <p>Any enhancements will be developed with high quality environmental and design standards employed.</p> <p>(20 mph speed restriction with raised table traffic calming is proposed as a pilot scheme as part of the committed Kirkintilloch Town Centre Masterplan)</p>	<p>Poor perception of safety identified as major barrier to active travel through consultation. Transport Scotland – supportive of 20 mph zones and released Good Practice Guide for 20 mph speed restrictions.*</p> <p>20 mph restrictions offer multiple environmental benefits including: improved safety, air quality, reduced noise pollution and a more attractive urban environment. Supports all groups to participate in active travel including the elderly, families and vulnerable road users. Reduction in accidents, noise, emissions, improved safety, attractive environment for active travel. Removes barriers created by busy roads and fast moving traffic.</p> <p>Action addresses multiple issues raised in early engagement, particularly 'Behaviour change'.</p> <p>Consultation responses and Police Scotland supportive of 20 mph restrictions.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p>	Area wide	EDC, Police Scotland	Medium
1.20 Signage improvements	<p>Continue to roll out Healthy Habits signage to ensure consistency of provision across the area. **</p>	<p>Audit identified no uniform signage scheme creates confusion. Lack of information acts as barrier. Ensure continuity across EDC. Information provision.</p> <p>Action addresses issue of 'raising awareness' raised during early engagement, with stakeholders specifically identifying this action as a way of improving awareness.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC	Short/ medium
<p>*Transport Scotland – 20mph Speed restrictions - http://www.transportscotland.gov.uk/system/files/documents/guides/20%20mph%20Good%20Practice%20Guide%20-%2019%20December%202014%20-%20Version%20to%20be%20published.pdf</p> <p>**Healthy Habits signage provision is a financed and committed project.</p>						

Action	Approach	Rationale	Aims	Location	Potential Delivery and Funding Partners	Timescale
1.21 - Maintenance	Ensure a high standard of maintenance of off road paths and cycle routes is provided.	<p>Audit identified varying quality across routes. Coordinated approach to maintenance and resurfacing required. Removes physical barriers. Ensures lighting, fencing, surfaces etc in good state, vandalism and faults repaired promptly.</p> <p>Relates to 'Maintaining the network' as identified in consultation.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC	Medium
1.22 - Crossing improvements	Ensure crossing facilities are reviewed in line with on-going maintenance and provided at new developments in line with agreed guidance.	<p>Audit identified poor quality crossing provision at some locations. Survey included requests for enhanced crossing facilities. Removes barriers created by busy roads.</p> <p>Action relates to 'Enhancing the network'. Stakeholders felt that this specific action is how the existing network could be enhanced.</p> <p>This action will enhance the walking and cycling network.</p>	<p>1- Facilitate an increase in the proportion of everyday journeys made by walking and cycling</p> <p>2- Deliver a more connected network</p>	Area wide	EDC	Medium

Table 4.3 Delivering Behavioural Change

Note – The actions presented in Table 4.3 are related to behavioural change and as such locations are not specified. All actions are assumed to be delivered area wide.

Action	Approach	Rationale	Aims	Partners	Timescale
2.1 - Ensure all primary and secondary Schools provide School Travel Plan or Active Travel Co-ordinator.	Support schools to provide an active travel plan to parents and children, highlighting options and safe routes to school. Ensure schools are able to invest in adequate secure and sheltered cycle parking. Conduct review of access.	Early engagement identified opportunity of developing healthy habits early. This would particularly relate to 'Behaviour change' and also 'Improving awareness'.	1 - Facilitates increase in everyday journeys 3 - Facilitate delivery of behavioural change	EDC	Short/medium
2.2 - Continuation and expansion of primary schools in EDC delivering Bikeability Scotland Level 2 Cycle Training.	Provide support for continuation of Bikeability Cycle Training.	Provides children with skills to cycle safely. This relates to 'Increasing and improving facilities', but also 'Behaviour change' and also 'Improving awareness' as noted during early engagement.	1 - Facilitates increase in everyday journeys 3 - Facilitate delivery of behavioural change	EDC, Sustrans	Short/medium
2.3 - Encourage primary and secondary schools in East Dunbartonshire to achieve the 'Cycle Friendly School Award'/support an Active Travel champion.	Provide assistance where available to support schools to achieve award.	Award is nationally recognised scheme to celebrate and champion best practice in school cycling. Relates to 'Behaviour change' as identified as being important in early engagement – particularly relating to schools.	1 - Facilitates increase in everyday journeys 3 - Facilitate delivery of behavioural change	EDC, Cycling Scotland	Short/medium
2.4 - Educate the school community on active travel by incorporating into the school curriculum.	Introduce primary and secondary schools to the 'Six Week, Step by Step Guide' from Sustrans. To help promote the health benefits of cycling.*	Educates children on benefits of active travel and induces Healthy Habits. Relates to 'Behaviour change' noted in early engagement.	1 - Facilitates increase in everyday journeys 3 - Facilitate delivery of behavioural change	EDC, Sustrans	Short/medium

*http://www.sustrans.org.uk/sites/default/files/file_content_type/increasing_activetravel_schoolguide.pdf

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

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

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

*<https://cyclingscotland.pleasecycle.com>**<http://www.pathsforall.org.uk/pfa/health-walks/health-walks.html>

Action	Approach	Rationale	Aims	Partners	Timescale
2.16 - Produce pocket-size Active Travel Route guides	<p>Produce and distribute pocket-size guides/information booklets.</p> <p>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.</p>	<p>Builds on previous guides/maps.</p> <p>Promotes active travel for: physical activity, recreation, commuting and health purposes, ensuring the promotion of active travel reaches maximum audience possible by targeting specific behavioural change influencers such as cost savings, time savings and health and well-being.</p> <p>Guides to be free and publicly available in visitor centres, libraries, leisure centres, cafes, tourist information, Community Hubs and available on EDC website for free.</p> <p>Action aims to 'Improve awareness' in a manner which also reflects suggestions by stakeholders during early engagement.</p>	<p>1 - Facilitates increase in everyday journeys</p> <p>3 - Facilitate delivery of behavioural change</p>	EDC, NHS, Cycling Scotland, Sustrans, SPT	Short/medium.
2.17 - Develop an annual 'Programme of Active Travel Events' calendar	<p>EDC to co-ordinate a programme of active travel events including:</p> <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 or workplace led • Charity walks • Mass participation events – e.g. 10k road races, cycle races/ participation events, 'Love to Ride' cycle challenges. 	<p>Supports participation in active travel by providing assistance, mechanical advice, free repairs, car-free events, supervised or marshalled events to increase safety and stimulate participation. Provides information assisting to stimulate 'latent' demand.</p> <p>Addresses themes of 'Behaviour change' and also 'Improving awareness' through a range of measures, many noted again specifically by those engaged with earlier in the process of creating this strategy.</p>	<p>1 - Facilitates increase in everyday journeys</p> <p>3 - Facilitate delivery of behavioural change</p>	EDC, NHS, Cycling Scotland, Sustrans, Paths for All, local sports clubs, local charities	Short/medium.

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



5. Deliverability and Monitoring

5. Deliverability and Monitoring

5.1 Delivery

All of the infrastructure actions outlined in the Action Plan table 1 (or identified in the Local Transport Strategy) are subject to further feasibility work to investigate and set out the detail of the projects and then deliver them. East Dunbartonshire Council aims to adhere to a transparent process of project delivery when planning infrastructure projects. Dependant on the scale and status of the project, the Council's approach to delivery may include, where appropriate: an initial feasibility study of cost and physical viability; consultation at various stages; elected member approval; outline design; detailed design; and finally construction. Details of individual, project-specific consultations and awareness-raising events will become available on the East Dunbartonshire Council website as they emerge, providing stakeholders with the opportunity to express their views or to be more informed on planned projects.

Equalities Groups

East Dunbartonshire Council has carried out an Equalities Impact Assessment for this Active Travel Strategy which assesses whether the strategy eliminates unlawful discrimination and identifies areas of the strategy which advances equality of opportunity between people who share a protected characteristic and those who do not. The assessment judged that the Active Travel Strategy has positive impacts on various protected characteristics and no negative impacts. The Equalities Impact Assessment is available on the Council's website at www.eastdunbarton.gov.uk/activetravelstrategy

Any works that include resurfacing or review of walking infrastructure will consider suitability for protected groups including wheelchair users wherever possible. East Dunbartonshire Council will consider specific requests for infrastructure to assist with any mobility difficulties. For any new infrastructure, the Council will endeavour to ensure compliance with the Disability Discrimination Act wherever possible. Proposals which aim to reduce traffic in the area will reduce noise and air pollution, improving the general environment for all.

Safety

In developing the network, it is the intention of East Dunbartonshire Council to create a network of active travel infrastructure that is safe and fit for all to use. This is important as safety concerns are often the main barrier that must be overcome in order to encourage people to cycle who have not done so before. Sustrans advocates that cycle infrastructure/routes should be suitable for a range of users including unaccompanied 12-year-olds and experienced commuters. It is the intention of the council to aspire to this level of provision where it is possible, given physical constraints. High design standards including 'Cycling By Design'* will be adhered to wherever possible. It is also intended to plan and design projects in conjunction with other sustainable modes so as to achieve the most sustainable solution for towns/corridors and to maximise benefit. Transport interventions will aim to be in harmony with previous investments in public transport, and any public transport interventions set out in the Local Transport Strategy and appraised in the route corridor studies. Taking cognisance of this, East Dunbartonshire Council will consider parallel routes as well as on-road routes where feasible.

The Council ensures that any new infrastructure or changes to carriageway lay-outs do not adversely affect the ability of emergency services vehicles to use the carriageways. Some major works are subject to Traffic Regulation Orders, where necessary, which automatically provides the emergency services with opportunity to object to works on the grounds of safety. Any infrastructure works will ensure that access by service vehicles such as bin lorries or gully-cleaning vehicles are not adversely affected.

Environmental considerations

Any prospective action will be subject to robust environmental assessment and environmental implications of any works will be considered on a case-by-case basis. This will include assessment of any potential adverse effects on biodiversity and habitats. The strategy recognises the potential value of active travel networks for local biodiversity,

*http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Environment/Cycling_by_Design_2010__Rev_1__June_2011_.pdf

particularly on off-road routes. A major threat to wildlife in Scotland is the loss and fragmentation of habitats. Active travel routes often provide much-needed green connections between parks, local nature reserves and other green spaces and when designed appropriately can contribute to a network of habitats utilised by our local wildlife. The siting and design of new routes and upgrading of existing paths will take into account surrounding habitat networks, helping to protect their value for local wildlife but also maintaining the interest and attraction this connection to nature may provide for people using routes for active travel.

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

Delivery and Funding Partners

Partnership working will be crucial in ensuring the effective delivery of the proposed actions within the strategy's Action Plan. Some of the committed projects such as the Kirkintilloch Town Centre Masterplan have already been developed in partnership, and part funded, by Strathclyde Partnership for Transport (SPT), Sustrans and Paths For All. This enables the council to benefit from specialist expertise and allows for more effective consultation, leading to greater impacts for the public and better value for money. It is likely that external capital funding will be required to deliver these actions and East Dunbartonshire Council will continue to work with key agencies such as SPT, Transport Scotland and other partners such as Scotrail-Abellio, Cycling Scotland, Paths For All and Sustrans in order to deliver these actions. Cross-boundary partnership working is also necessary for some actions to be successfully delivered and to ensure cross-boundary connectivity. East Dunbartonshire Council is committed to working with neighbouring authorities to ensure the active travel network connects across local authority boundaries. In addition, the actions within this Strategy are intended to have multiple benefits and

be aligned with other strategies, such as the Green Network Strategy and Open Space Strategy, and their associated funding partners.

Alignment with policy

As the actions are developed it is essential that they are consistent with national, regional and local policy. In particular, they should be aligned with this Strategy and the Local Transport Strategy.

The Local Transport Strategy (LTS) 2013 – 2017 includes a range of actions regarding active travel, public transport, and roads and parking improvements across East Dunbartonshire which will deliver on the LTS objectives. The actions within this Active Travel Strategy complement those in the LTS and delivery of this Active Travel Strategy should deliver on the objectives of the LTS.

East Dunbartonshire Council recently published Route Corridor Studies for the A81 and the A803/A803 corridors funded by SPT, consistent with Transport Scotland's Scottish Transport Appraisal Guidance (STAG). These studies provide an evidence base to support the current LTS and will inform the next LTS 2017 – 2020. Any prospective projects will be consistent with the findings of these studies. It should be noted that the A803 study did not directly appraise active travel options, focussing more on large-scale strategic options, but assumed that some active travel options would continue to be delivered through the council's Local Transport Strategy. With respect to the A81 study, any emerging options within this draft strategy will be consistent with the findings of this study which did directly appraise active travel options and their effect on transport along the A81 corridor.

5.2 Monitoring Plan

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

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

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

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

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

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

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

Monitoring Plan

Objective	Indicator	Baseline	Target	Sources
Increase walking and cycling for everyday journeys	Cycling as a main mode of travel	East Dunbartonshire - 0.8% Scotland -1% (Scottish Household Survey 2013)	Annual increase in the percentage of people cycling to as a main mode of travel within East Dunbartonshire	<ul style="list-style-type: none"> National Census Data Annual Travel to Work Surveys with identified businesses Workplace Travel Plan monitoring reports Cycling Scotland Annual Report
	Travel to work regularly by bicycle	Sample size too small (Scottish Household Survey 2013)	N/A (Establish baseline)	<ul style="list-style-type: none"> Scottish Household Survey
	Children cycling to primary school	2.9% (2013) 3.7% (2011-2013 average) 3.5% (2008-2010 average) Bikeability level 2 - 130 pupils from four schools (P7) (EDC)	Annual Increase in the percentage of children cycling to primary school	<ul style="list-style-type: none"> National Census Data Sustrans Importance of School Travel Sustrans Hands Up Survey
	Travel to work or study (2011)	Walking – East Dunbartonshire - 14.9% (Scotland average - 18.5%) Cycling – East Dunbartonshire - 0.7% (Scotland average - 1.3%)	Increase in travel to work or study percentage rates for both walking and cycling	National Census data
Deliver a connected network of high-quality routes with active travel infrastructure at key facilities (town and retail centres, rail stations, large employers)	Active travel infrastructure delivered	Core Paths, National Cycle Routes	Increase the number of cycle parking spaces at key facilities	Number of projects delivered
	Cycle parking provision Travel patterns	Cycling map of East Dunbartonshire 'A guide to cycling routes for families	Increase the number of routes and distance of designated active travel routes	Number of cycle stands installed and used
A behavioural shift towards active travel modes, and towards sustainable transport (incorporating rail and bus travel)	Number of children trained in Bikeability Levels 1-3	Bikeability Level 2 - 130 School Pupils 2014/15 (Sustrans)	To develop active travel route guides to promote active travel for physical activity, recreation, commuting and health purposes	Annual Travel to Work Surveys with identified businesses
	Percentage of primary schools delivering Bikeability Level 2 training 2012-2013	5.4%	Annual Increase in the percentage of people walking and cycling to work within East Dunbartonshire	Workplace Travel Plan monitoring reports
	Percentage of primary schools delivering Level 2 training 2013-2014	24.3%	Annual increase in percentage of primary schools delivering Bikeability Level 2 training	Sustrans Hands Up Survey
	Travel to school (P5-P7 children normally travelling to school by bicycle)	2013 – 2.8% 2011-2013 – 4.0% 2008-2010 – 4.2%	Annual increase in the number of people using active travel for short trips. Annual increase in the percentage of children walking and cycling to school	Scottish Household Survey Cycling cordon count data on key routes

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

The Active Travel Strategy will present a biennial monitoring report to:

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

The biennial Active Travel Strategy Monitoring Report will be published on the East Dunbartonshire Council website following its approval for public view.

East Dunbartonshire Council Active Travel Strategy 2015-2020

Other formats

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

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

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