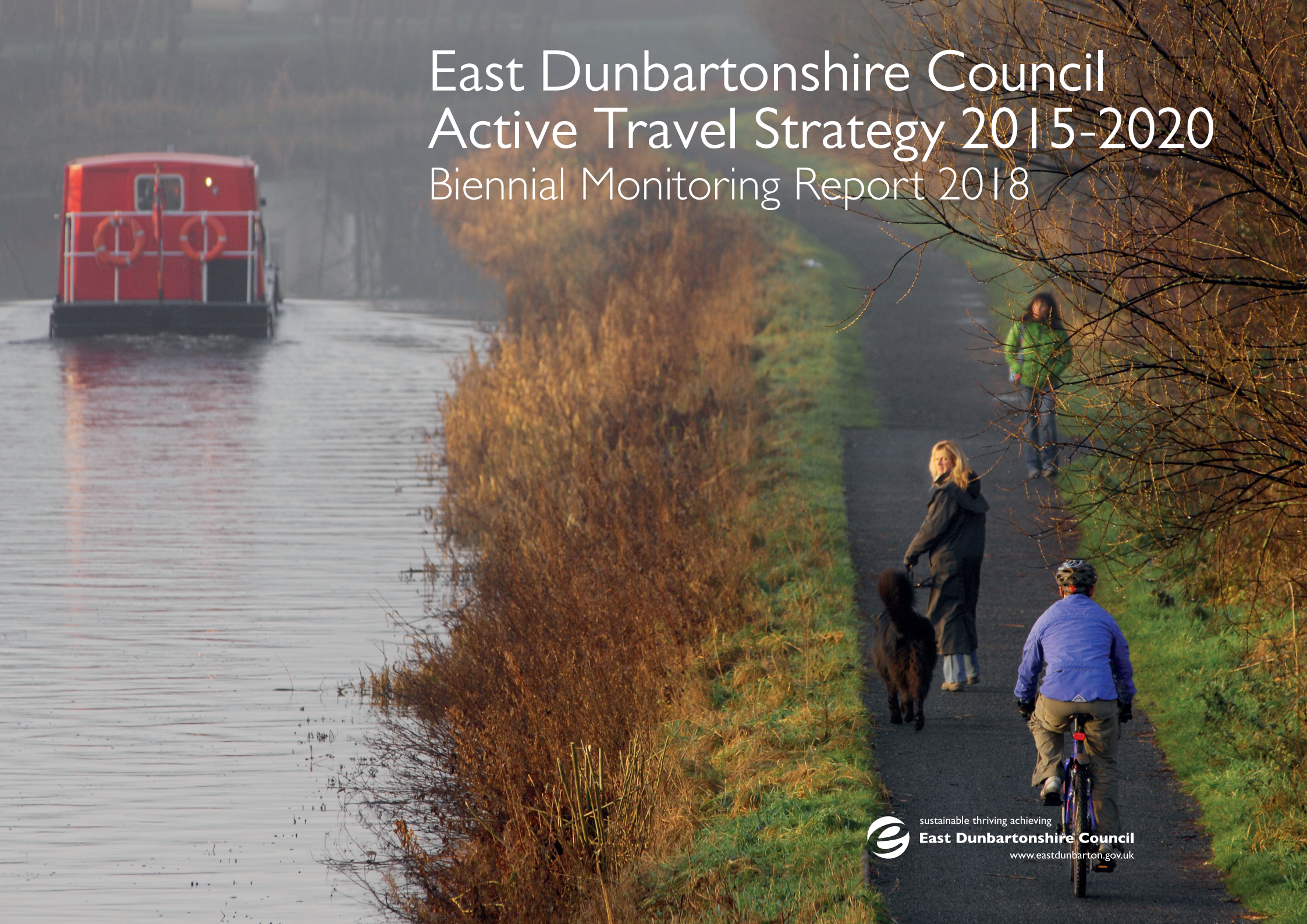


East Dunbartonshire Council

Active Travel Strategy 2015-2020

Biennial Monitoring Report 2018



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East Dunbartonshire Council

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1. Introduction

The East Dunbartonshire Active Travel Strategy 2015-2020 (ATS) was approved by the Development and Regeneration committee in November 2015. It is the first of its kind for East Dunbartonshire. The ATS supplements the Council's Local Transport Strategy (LTS) 2013-2017 and will feed in to the forthcoming LTS. The ATS is a strategy for increasing participation in active travel throughout East Dunbartonshire. The ATS includes; a review of national, regional and local policy, a review of the current active travel network in East Dunbartonshire and an action plan to improve the active travel network and increase levels of active travel.

The policy review considered national policy such as the National Transport Strategy, Cycling Action Plan for Scotland and A long Term Vision for Active Travel in Scotland 2030. Regional policy included the Regional Transport Strategy and Strategic Development Plan. Locally, the ATS was developed while considering the Single Outcome Agreement (now Local Outcomes Improvement Plan), and Local Development Plan. The ATS in turn feeds in to a number of other Council strategies including the Green Network Strategy and the LTS.

The strategy contains the following three 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

The network review and associated work provided a robust evidence base which included: route audits, surveys and stakeholder consultation workshops. Building on this evidence base and an increased knowledge of strengths, weaknesses, opportunities and threats, the strategy sets out an action plan for active travel which outlines a number of projects and actions to deliver multiple benefits for the area.

The action plan focused on increasing levels of active travel through the delivery of infrastructure and delivering behaviour change. All of the actions were subject to further feasibility work to investigate and set out the details of the projects and then deliver them.

A commitment was made to produce a biennial monitoring report to provide an update on the progress and performance of the ATS and the actions contained within.

The purpose of this monitoring report is to ensure that:

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

Section 2 of this report contains an update of major infrastructure projects. Section 3 contains two monitoring tables. Table 1 provides an update on the progress against active travel objectives that were set in the ATS. These objectives have been split into a number of indicators from sources such as national and local transport statistics.

Table 2 provides an update to the ATS action plan. This updated action plan provides detail on the progress being made on each individual action.

2. Major projects update

East Dunbartonshire Council in partnership with SPT and Sustrans Scotland have delivered actions contained within the approved 2013 Kirkintilloch Town Centre Masterplan. The actions included, removing street clutter, narrowing carriageways and widening footways with the aim of increasing accessibility to the town centre via walking and cycling. Monitoring and evaluation has been undertaken to examine how the scheme has operated since practical completion in June 2017. The results of the monitoring were reported to Council in April 2018.

Upon completion of Phase 4 of the Bishopbriggs Relief Road, the existing stretch of Westerhill Road and bridge will be opened as an active travel corridor. Detailed design of this active travel corridor has been completed.

Work has been ongoing to deliver an off road trail adjacent to the railway line connecting east Bishopbriggs with Lenzie. A feasibility study of this option was carried out and detailed design will be completed in May 2018. Work is ongoing to deliver this project.

In 2015, East Dunbartonshire Council, in partnership with SPT and Sustrans Scotland, developed a segregated cycleway in Bearsden and Milngavie known as the Bears Way. The protected cycleway is just under a mile long and runs from Burnbrae roundabout to Hillfoot. Two 24-hour automatic counters were installed on the route and use of the cycleway is recorded, and monitoring of the data is ongoing. At a meeting of East Dunbartonshire Council on 29 September 2016 (PNCA/048/16/SM), Councillors decided not to progress with any options for Phase 2 of the Bears Way (Hillfoot to Kessington) and progress on this project was halted.

3. Monitoring Plan

A monitoring plan was included in the ATS to ensure the actions were being delivered effectively. The monitoring plan comprised of two main components:

- Monitoring the progress against active travel objectives
- Monitoring the progress of delivering the actions contained within the ATS action plan

Table 1 provides the progress against the active travel objectives that were set out in the ATS. Overall, there are positive outcomes against the majority of objectives. There has been major progress on delivering Bikeability cycle training in East Dunbartonshire schools, with the number of pupils undertaking training at Bikeability level 2 rising from 130 in 2014/15 to 377 in 2016/17. The levels of cycling to school in East Dunbartonshire also rose from 2.8% to 4.6%. This has been helped by the work of the local iBike officers who work in over 20 primary and secondary schools throughout the authority area. iBike is a project which works with schools to promote cycling, walking and scootering. In 2016, East Dunbartonshire Council introduced a second iBike officer, one of only two authorities in Scotland to have more than one iBike officer.

While there are positive results for levels of cycling to school, in general, the most recent results from the Scottish Household Survey show a 0.5% decrease for cycling as a main mode of travel in East Dunbartonshire from 2013 (the baseline ATS level) to 2015. The 2015 sample size is almost half of the 2013 sample size, so this could have an effect on the robustness of the results. However, it does suggest that East Dunbartonshire is going against the Scottish trend where an increase of 0.2% was recorded over the same period. Through the ATS, work has been progressed in delivering infrastructure and behaviour change actions and it is expected that this will contribute to reversing this falling trend and ensure East Dunbartonshire contributes to the Scottish Government vision of “10% of everyday journeys to be made by bike, by 2020”.

Levels of walking as a main mode of travel however, have increased, by 1.7%, going against the national trend which has seen a drop of 3% being recorded. Where new data is not available this has been recorded in the monitoring table and they will be refreshed as and when new data becomes available.

Table 2 contains updates on the progress being made on delivering the ATS actions. 86% of the actions which aim to increase active travel through the delivery of infrastructure are either complete or are in progress. 68% of the actions which aim to increase active travel through delivering behaviour change are either complete or are in progress. Overall, 69% of the actions included in the ATS are either complete or are in progress.

Table 1 – Active Travel Objectives

Objective	Indicator	Baseline	Target	Progress	Source
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 as a main mode of travel within East Dunbartonshire	East Dunbartonshire – 0.3% Scotland – 1.2% (Scottish Household Survey 2015) Cycling as a main mode of travel to work has fallen by 0.5% - it is worth noting that the sample size in 2015 is almost half the sample size of 2013 so this can affect its robustness	<ul style="list-style-type: none"> • Scottish Household Survey • 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)	Baseline established – 1% 2015	<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)	Annual increase in the percentage of children cycling to primary school	4.5% (2015) 4.1% (2014-2015 average)	<ul style="list-style-type: none"> • National Census Data • Sustrans Importance of School Travel • Sustrans Hands Up Survey

Objective	Indicator	Baseline	Target	Progress	Source
		Bikeability level 2 - 130 pupils from four schools (EDC)		Bikeability level 2 – 377 pupils from eight schools (EDC)	
	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	This data comes from the census. The next census will take place in 2021.	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	Increase the number of cycle parking spaces at key facilities	Sustainable transport hubs delivered at Hillfoot, Kessington and Milngavie rail stations which have cycle parking facilities included.	Number of projects delivered
	Cycle parking provision	National Cycle Routes		A new cycling map of East Dunbartonshire has been produced and distributed to all Council buildings, including leisure centres and community centres.	
	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

Objective	Indicator	Baseline	Target	Progress	Source
				The number of cycle stands at rail stations are as follows; Lenzie – 26 Bishopbriggs – 10 Milngavie – 28 Bearsden – 16 Hillfoot – 22 Westerton – 14	
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	To develop active travel route guides to promote active travel for physical activity, recreation, commuting and health purposes	Bikeability Level 2 – 377 School Pupils 2016/17	Annual Travel to Work Surveys with identified businesses Workplace travel plan monitoring reports
	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	Percentage of primary schools delivering Bikeability Level 2 training 2016 – 2017 – 22%	Sustrans Hands Up Survey Scottish Household Survey
	Percentage of primary schools delivering Level 2 training 2013 – 2014	24.3%	Annual increase in percentage of primary schools delivering Bikeability Level 2 training Annual increase in the number of people using active travel for short trips.	Percentage of primary schools delivering Bikeability Level 2 training 2016 – 2017 – 22%	Cycling cordon count data on key routes
	Travel to school (P5 – P7 children)	2013 – 2.8% 2011-2013 – 4.0%		2015 – 4.6% 2008-2010 – 4.2%	

Objective	Indicator	Baseline	Target	Progress	Source
	normally travelling to school by bicycle)	2008-2010 – 4.2%	Annual increase in the percentage of children walking and cycling to school.	2011-2013 – 4.0% 2014-2015 – 4.0%	

Table 2 – Active Travel Strategy – Action Plan

Action	Approach	Progress
Increasing active travel through delivery of infrastructure		
1.1 - Enhancement of path and cycle network - Bearsden	Investigate the feasibility of provision of new infrastructure or enhancement and its likely environmental implications, at:	
	• Continuation of the Bears Way cycle scheme to Glasgow City Council boundary (committed) ¹	In September 2016, Council decided not to progress with any options for phase 2 (Hillfoot to Kessington) and progress on this project was halted. This will be monitored across the plan life cycle.
	• Mosshead/Craigdhu Wedge – upgrade path network including signage, whilst considering potential concerns of habitat loss	Part of Craigdhu wedge has recently been upgraded. Healthy habits signage has been installed in this area.
	• A810 Duntocher Road corridor	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
	• B8050 Baljaffray Road/Grampian Way corridor	Healthy habits signage has been installed
	• A808 Roman Road – connecting the A809 to the A81	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
	• A810/A809 Duntocher Rd/Drymen Rd corridor	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
1.2 - Enhancement of path and cycle	Investigate the feasibility of provision of new infrastructure or enhancement, and its likely environmental implications at:	

¹ At the time of the ATS approval, the Bears Way was a committed project.

Action	Approach	Progress
network – Milngavie	<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. 	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
	Cycle link between Mains Estate and Allander.	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
	Investigate the feasibility of providing enhanced cycle link between Mains Estate and Allander Leisure Centre/A81. Potential routes include: <ul style="list-style-type: none"> • Craigdhu Road • Hunter Road • Craigton Rd/Gardens 	There is currently no progress on this action. This action will be progressed in the remaining period of the ATS.
	A81 cycle route on Woodburn Way/ Main St north of Park Road extension. <ul style="list-style-type: none"> • Extend A81 cycleway to Milngavie Train Station and Milngavie Town Centre 	At a meeting of East Dunbartonshire Council on 29 September 2016, the Council voted not to progress with Phase 2 of the Bears Way segregated cycleway.
1.3 - Twechar towpath and crossing improvements	Upgrade of towpaths around Twechar and investigate feasibility of implementing new or enhanced crossing facilities.	All of the section of the towpath in Twechar that sits in East Dunbartonshire has been upgraded.
1.4 - Bishopbriggs/Forth and Clyde Canal access	Investigate options to improve access from Forth and Clyde Canal into Bishopbriggs, including the environmental implications of these options.	Torrance to Cadder path improvements will be delivered in 2018/19 which will include path upgrades, improved signage and the installation of a cycle counter. This financial year will see a path being created that links the Meadowburn steps to the canal.
1.5 - East – west connectivity improvements	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	This action has been included in the feasibility study for the East Dunbartonshire Loop (Action 1.13)

Action	Approach	Progress
– Allander Walkway to Cadder Bridge	confluence, including the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss.	
1.6 A803 Improvements	Implementation of an active travel corridor on the A803 between Colston Road and Torrance Roundabout with local links to Bishopbriggs destinations and existing regional walking, cycling and public transport connections. Any potential infrastructure should accommodate potential Quality Bus Corridor (QBC) measures where possible and ensure bus journey time is not adversely affected. Route alignments will take consideration of the developing alignments of the Glasgow cycle network routes.	A803 Feasibility study for QBC and active travel corridor has been completed, however, any decisions will depend on the outcome of the Bishopbriggs Town Centre Strategy. A draft Bishopbriggs TCS was consulted on in early 2018 with a report of consultation being presented in May 2018, and a final version will be presented to elected members in due course.
	Investigate feasibility of implementation of local and regional cycling and walking connections to National Cycle Network design user standard including: <ul style="list-style-type: none"> • connecting routes of Balmuirdy/Hilton Rd. • Reduction of 40mph speed limit to 30 mph • Connection to Forth and Clyde canal to be provided on Balmuirdy Rd • Provision of high quality, sheltered, cycle parking facilities. 	This action will be progressed in the remaining period of the ATS.
1.7 Bishopbriggs Relief Road (BRR)/Westerhill Road – Active Travel Corridor	Implementation of a new active travel (off road) route on Westerhill Rd parallel to Phase 4 of BRR.*	Design work has been carried out on the active travel corridor and construction is intended to commence upon completion of the BRR phase 4.
	Investigate the feasibility of providing cycleways and footways at the side of the phase 5 of BRR carriageway, with supportive street scaping, LED lighting.	The Council are continuing to explore funding sources for the BRR Phase 5.
	The mitigation measures recommended through the SEA environmental report for this action will be considered and carried out prior to its implementation.	Upon completion of the BRR phase 4 the council will progress the mitigation measures recommended in the SEA environmental report

Action	Approach	Progress
1.8 – Torrance to Birdston via the River Kelvin railway path	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.	This action will be progressed in the remaining period of the ATS.
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.	Substantial progress has been made to date. The actions which have been delivered include: removing street clutter, narrowing carriageways and widening footways with the aim of increasing accessibility to the town centre via walking and cycling. Work is now ongoing with the community to consider refreshing the Masterplan.
1.10 - Kirkintilloch/ Lenzie to Bishopbriggs route	Provision of an off road route adjacent to railway line connecting east Bishopbriggs with Kirkintilloch/ Lenzie. Investigation must consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss.	A feasibility study has been completed and design of the route will also be completed in May 2018. There are land ownership issues which will require to be resolved before any further progress is made.
1.11 – Milngavie and Kirkintilloch – Active Travel Towns	Pilot designation of Milngavie and Kirkintilloch as 'Active Travel Towns'.	This action has been included in the draft Milngavie Town Centre Strategy. Work is ongoing with Scottish Canals to build on Kirkintilloch's location on the Forth and Clyde Canal and NCR 754, as an active travel destination. Hillhead Housing Association investigating path improvements on south side of canal between Auchendavie and Banks Road
1.12 - A807 Torrance to Milngavie/ Bearsden	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 the A807.	This action has been included in the feasibility study for the East Dunbartonshire Loop (Action 1.13)
1.13 – East Dunbartonshire Loop	Creation of an East Dunbartonshire circular route, connecting the majority of settlements and plugging existing gaps. Links to be provided via: <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) 	A feasibility study for the East Dunbartonshire Loop will be completed in May 2018. Internal consultation with a number of teams has contributed to the process of the feasibility study,

Action	Approach	Progress
	<ul style="list-style-type: none"> • 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 	
1.14 – Improve access by active travel to green network/open spaces	Support the delivery of access related actions identified through the Open Space Strategy 2015 including: Access/path improvements to the following locations:	Work has been ongoing with this action, with individual updates on each location detailed below.
	BEARSDEN <ul style="list-style-type: none"> • Colquhoun Park • Roman Park • Cluny Park • Westerton Park • Templehill Woods • Cairnhill Woods • St.Germain Loch 	<p>Paths were upgraded in Colquhoun Park as part of mitigation works in 2015/16</p> <p>Work has been completed in Cluny Park via path upgrades and the introduction of lighting. This is now well used by cyclists and walkers.</p> <p>There is ongoing path upgrade works at Cairnhill Woods in partnership with Cairnhill Woods Group and the Countryside Ranger Service. One main path upgrade is planned for 2018 in Cairnhill woods.</p> <p>The other locations will be progressed in the remaining period of the ATS.</p>
	MILNGAVIE <ul style="list-style-type: none"> • Milngavie Reservoirs • Lennox Park 	This action will be progressed in the remaining period of the ATS.
	BISHOPBRIGGS <ul style="list-style-type: none"> • Hilton Park • Meadowburn Park • Low Moss • High Moss 	<p>There are currently no planned works at Low Moss due to the area being a sensitive lowland raised peat bog.</p> <p>The other locations will be progressed in the remaining period of the ATS.</p>
	TORRANCE & BALMORE <ul style="list-style-type: none"> • West Balgrochan Marsh 	At West Balgrochan Marsh, a path has been put in place linking Michael McFarlane Drive to Maitland Drive. This

Action	Approach	Progress
	<ul style="list-style-type: none"> • Kelvin Valley Way 	path was constructed using sustainable recyclable path material.
	LENZIE <ul style="list-style-type: none"> • Christine's Way, Greenwood to Park Burn • Park Burn • Millersneuk Marsh LNCS 	This action will be progressed in the remaining period of the ATS.
	TWECHAR <ul style="list-style-type: none"> • Twechar Public Park • Shirva Glen 	This action will be progressed in the remaining period of the ATS.
	LENNOXTOWN, MILTON OF CAMPSIE, CLACHAN OF CAMPSIE & HAUGHHEAD <ul style="list-style-type: none"> • Station Road playing fields • Redhills woodland 	<p>All encroaching scrub has been cut back at Redhills woodland to widen paths, particularly at the entrances. This has improved access for walkers and cyclists and further improved access for horse riders.</p> <p>Consultation work with the local community has included discussions regarding active travel links at the Station Road playing fields. This will be taken forward as part of the Lennoxton Place Plan.</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.	A number of community projects are planned as part of this project including in Bearsden Town Centre, Kirkintilloch Town Centre and Twechar. The Council will work closely with the community to support the delivery of these projects.
	Inform the development of the emerging Green Network Strategy opportunity mapping through the access to green space component.	This has been completed. The Green Network Strategy was approved in 2017.
1.15 - 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.	This action will be progressed in the remaining period of the ATS.

Action	Approach	Progress
1.16 - 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>Milngavie rail station travel hub was delivered in 2016. Lenzie station travel hub will be delivered.</p> <p>ScotRail have delivered extra cycle parking spaces across the authority area, including;</p> <p>Lenzie - 20 Bishopbriggs - 14 Hillfoot – 12</p> <p>EDC aim to add additional cycle spaces at Bearsden station this financial year.</p>
1.17 - Planning policy and development management	Deliver the Local Development Plan for East Dunbartonshire and associated planning guidance to ensure robust planning policy in place for sustainable transport as part of development.	The Local Development Plan was adopted in February 2017. Draft Sustainable Transport Planning Guidance will be presented to elected Members in 2018.
	Through development management - ensure that transport assessments and travel plans for developments are provided and processes for monitoring are in place.	Transport Assessments and Travel Plans for developments are carried out when required.
1.18 - Town centre strategies	Prepare development strategies for the long-term improvement of each town centre to include: <ul style="list-style-type: none"> • creation of pedestrian and cycle friendly centres, and • key priorities for improving accessibility 	Draft Town Centre Strategies for Bishopbriggs, Bearsden and Milngavie have been produced and public consultation has been carried out in early 2018. A report of consultation will be presented in May 2018. Final strategies will be presented to elected members in due course.
	Carry out a review of Bishopbriggs, Milngavie and Bearsden town centres to help establish opportunities for improving the physical environment for pedestrians and cyclists.	Evidence gathering and health checks were produced for each of the Town Centre strategies. The strategies identified that there are opportunities to improve the physical environment for pedestrians and cyclists where appropriate.

Action	Approach	Progress
1.19 - 20 mph zones	Investigate the feasibility of formalisation of mandatory 20 mph zones in residential areas through Traffic Regulatory Order (TRO); including any likely environmental effects.	The pilot 20mph scheme in Kirkintilloch has been implemented. Monitoring of the pilot is ongoing to inform any future projects.
1.20 Signage improvements	Continue to roll out Healthy Habits signage to ensure consistency of provision across the area.	Healthy habits signage has been rolled out in Kirkintilloch and Lenzie, Bearsden, Milngavie, Bishopbriggs, Lennoxton, and Milton of Campsie.
1.21 - Maintenance	Ensure a high standard of maintenance of off road paths and cycle routes is provided.	Maintenance of off road paths and cycle routes is ongoing.
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.	This action is ongoing.
Delivering behaviour change		
2.1 - Ensure all primary and secondary Schools provide School Travel Plan or Active Travel Coordinator.	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.	All new primary schools have completed travel plans, which include alternative measures and actions to encourage less car use. Completed travel plans were produced for 3 schools.
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.	The number of school pupils participating in Bikeability in East Dunbartonshire continues to grow. The 2016-2017 academic year saw 344 primary school pupils completing Bikeability Level 1 and 333 primary school pupils completing Bikeability Level 2

Action	Approach	Progress
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.	This action is ongoing. In 2016 East Dunbartonshire Council introduced a second iBike Officer, one of only two local authorities to have two iBike officers working within their schools. iBike empowers children, parents and teachers to travel actively, safely and confidently to school.
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.*	The iBike officers work in over 20 primary and secondary schools across the authority area.
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.	This action is currently ongoing. The Council is incorporating national and local events in to a calendar of events to promote active travel to school and work.
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.	<p>As part of the Primary School Improvement Programme, the Council has successfully reduced onsite car access to all of the recently approved primary school through the removal of parent car parking. The respective schools and teams within the council are working with parents to embrace alternative travel methods to schools, including walking and cycling. All new primary schools have completed travel plans, which include alternative measures and actions to encourage less car use.</p> <p>Furthermore, there are Traffic Regulation Orders along the main school access road for Holy Trinity Primary School, Lenzie Meadow Primary School and Thomas Muir Primary</p>

Action	Approach	Progress
		School, in order to discourage parent parking and mitigate against dangerous parking outside the main school entrances, allowing a safer walking and cycling environment around the schools.
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.	<p>The 2 iBike officers work in schools promoting active travel and Bikeability.</p> <p>3 travel plans have been produced for existing schools in the authority, with all new build schools also having travel plans produced.</p>
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.	The Planning service seek to ensure that all new business and employment developments include travel plans promoting local active travel.
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’.	This action will be progressed in the remaining period of the ATS.

Action	Approach	Progress
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.	This action will be progressed in the remaining period of the ATS.
2.11 - Promote adult and commuter cycle training to businesses	Provide information and assistance to businesses on cycle training for less experienced cyclists.	This action will be progressed in the remaining period of the ATS.
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'.	This action will be progressed in the remaining period of the ATS.
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.	This action will be progressed in the remaining period of the ATS.
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.	There is an active travel section on the EDC website which highlights latest news, local maps, routes and events. The active travel section can be found at the following address: https://www.eastdunbarton.gov.uk/cycling
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.	Healthy habits signage has been rolled out in Kirkintilloch, Lenzie, Bearsden, Milngavie, Bishopbriggs, Lennoxton, and Milton of Campsie.

Action	Approach	Progress
2.16 - Produce pocket-size Active Travel Route guides	Produce and distribute pocket-size guides/information booklets. 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.	Pocket size guides have been produced for Kirkintilloch and Lenzie, Bearsden, Milngavie, Lennoxtown and Milton of Campsie. Pocket size maps are available at all main Council buildings including community hubs and leisure centres.
2.17 – Develop an annual 'Programme of Active Travel Events' calendar	EDC to co-ordinate a programme of active travel events including: <ul style="list-style-type: none"> • Free bike hire sessions at workplaces and in town centres; • Bike breakfasts and Dr Bike sessions at workplaces and within town centres • Car-Free Sunday Events – closure of roads to then be only used for walking and cycling • Health Walks provided by Paths for All or workplace led • Charity walks • Mass participation events – e.g. 10k road races, cycle races/ participation events, 'Love to Ride' cycle challenges. 	The Council has a number of events to promote cycling in East Dunbartonshire. The Council will develop a calendar of events for 2018 which will integrate locally organised events with national events and challenges. The local events include 'Ride at the Speed of Light', 'Bike Breakfasts' and Dr.Bike sessions which tie in with national events such as Bike Week, Cycle to Work Day, Climate Week and European Mobility Day. 2018 will also see particular marketing around the 2018 Glasgow European Championships which will see the cycling time trial event following a route through East Dunbartonshire. The West Highland Way gateway feature will be opening this year, and an active travel event in Milngavie will coincide with this.
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.	Led walks organised by East Dunbartonshire Leisure and Culture Trust leave from various venues throughout East Dunbartonshire, including Allander Leisure Centre, St.Paul's Church (Milton of Campsie), Milngavie, Lennoxtown and Kirkintilloch Leisure Centre. The full timetable can be viewed at the following address: https://www.edlc.co.uk/sport-leisure/health/walking
2.19 Encourage schools, businesses and community groups to 'befriend' sections of local	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.	This action will be progressed in the remaining period of the ATS.

Action	Approach	Progress
active travel routes.		

4. Conclusion

The Active Travel Strategy 2015-2020 set out a monitoring plan to ensure that actions included within were: being effectively delivered, meeting the strategy objectives and achieving the intended outcomes. The plan made a commitment to produce a biennial monitoring report.

This monitoring report has included an update on major infrastructure projects and detailed progress being made on a number of active travel indicators. The report also includes an updated action plan and this describes the progress made on delivering the actions at this stage of the strategy lifetime.

The ATS will continue to be delivered, and as such, the monitoring of the strategy and associated actions will also continue.