



sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk



Draft Active Travel Strategy Policies





Walking and Wheeling Network

High-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.1: Audit walking and wheeling amenity on identified Walking and Wheeling Network routes based on Accessible Walking and Wheeling Framework to pinpoint actions to be prioritised	In alignment with Road Inspection and Maintenance Plan Council Officers will use a standardised template to investigate all Walking and Wheeling Network routes for barriers to accessibility, maintenance issues (see Policy 1.14) and provide detail about where routes can improve to meet Walking and Wheeling Network criteria and improve route accessibility. The route audit will consider relevant walking and wheeling guidance and, based on a combination of recommendations from the audit and route priority, Delivery Plan actions will proceed.	The route audit will ensure actions target areas of the Walking and Wheeling Network most in need of improvement. Considerable number of Active Travel Discussion consultation responses relating to improving walking and wheeling amenity.	Short to medium term EDC	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
1.2: Update the network audit by documenting issues identified through community input	The network audit will be reviewed and updated as relevant in response to community feedback.	The route audit will ensure actions target areas of Walking and Wheeling Network most in need of improvement. Considerable number of Active Travel Discussion consultation responses relating to improving walking and wheeling amenity.	Ongoing	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (core action) Red (additional improvement works)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.3: Improve surfaces on Walking and Wheeling Network routes	In alignment with Roads Inspection & Monitoring Policy and informed by the route audit, explore targeted improvements to footway and off-road path surfaces to improve walking and wheeling amenity and accessibility. Current and future projects to consider how to improve surfaces for walking and wheeling.	Accessible paths are essential for safe and convenient mobility for all, including those with impaired mobility, those who need to carry things or transport children in pushchairs. Significant Active Travel Discussion consultation responses advocating improving footway and path surfaces.	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
1.4: Investigate the feasibility of improving widths of on- and off-road Walking and Wheeling Network routes	Based on the route audit, explore the feasibility of targeted improvements to footway widths where width falls below 1.5m, including around obstacles (for example street furniture, signage, bus stops) to improve pedestrian amenity and accessibility, prioritising routes based on estimated demand. Current and future projects should consider how to incorporate minimum footway widths for walking and wheeling in line with Sustainable Travel Hierarchy and design guidance.	Minimum footway widths ensure the Walking and Wheeling Network is accessible for all. Many Active Travel Discussion consultation responses mention footway/path widening to encourage active travel.	Medium to long term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.5: Improve crossings, raise crossings and reduce crossing distances on targeted Walking and Wheeling Network crossings	Based on the route audit, explore various signage or infrastructure improvements to enhance pedestrian amenity at crossings, including raised crossing maintenance and expansion to designate pedestrian priority. Different design solutions and levels of intervention will be required for different crossing locations.	The accessibility, safety and convenience of pedestrian crossings is crucial for active travel uptake. Over 100 consultation responses mention crossing improvements and multiple responses specify raised junctions and other priority measures. Highway Code (29 January 2022 update)	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Red
1.6: Improve the sequencing of controlled crossings on and around Walking and Wheeling Network routes to encourage active travel	Based on the route audit, and on a case-by-case basis where need is identified, introduce improvements to controlled crossings to improve the convenience of active travel. Current and future capital projects will consider how to improve crossings for walking and wheeling. Crossing times on controlled Walking and Wheeling Network crossings should be explored and it should be determined whether they are optimised for the average pedestrian or for all users. On key Walking and Wheeling Network crossings, crossing times should allow safe, convenient crossing for all.	Crossings with lower pedestrian waiting times are safer due to less likelihood of conflict between modes. Living Streets UK policy on crossings; sequencing at crossings should account for the mobility of all, rather than the average pedestrian.	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.7: Improve dropped kerb provision at key Walking and Wheeling Network crossing points	Based on the route audit, introduce dropped kerbs where appropriate to improve accessibility of the network. Dropped kerbs are located throughout East Dunbartonshire's path network and new ones are installed on request. The route audit would set out a list of locations where new dropped kerbs would be beneficial based on improving access to trip generators and improving safety and accessibility of crossings.	Dropped kerbs are part of a suite of interventions that improve accessibility of pedestrian infrastructure. They are essential in removing barriers to wheeling and using pushchairs, as well as making walking easier for those with restricted mobility.	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
1.8: Ensure Walking and Wheeling Network routes are accessible and free of obstructions, including enforcement of the ban on pavement parking on routes and explore a Council approach to temporary signage that ensures footway access	Based on the route audit, obstacles that impede minimum desirable widths on Walking and Wheeling Network routes should be moved and avoided in future where that is in accordance with established best practice. Enforcement of the ban on pavement parking will be proportionate to available resource. A presumption that, where feasible, infrastructure for cars such as EV chargers occupy parking or road space rather than footways. Investigate how to ensure that objects (for example bins, permanent and temporary signage) do not obstruct footways.	Pavement parking and other footway obstacles restrict active travel, particularly for wheeling and those walking with children or carrying things. Active Travel Discussion consultation responses raise issues of footway accessibility.	Short to medium term EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development Supported by Executive Officer - Community Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.9: Identify potential improvements to the safety and accessibility of streets and greenspaces from the route audit and explore funding opportunities for improvements to the lighting of sections of Walking and Wheeling Network routes	Based on the route audit, explore barriers to accessibility and perceived safety on Walking and Wheeling Network routes, particularly biodiversity-friendly lighting of strategically important routes through open/green spaces during hours of darkness. Then, subject to the audit, seek to identify the necessary funding to support improvements while being cognisant of accessibility of maintenance vehicles.	One in two women and one in six men report feeling unsafe walking along a quiet street; four out of five women and two out of five men reported feeling unsafe walking through open/green spaces (source). Active Travel Discussion consultation responses raise issue of unlit paths.	Short to medium term EDC, external delivery partners	Executive Officer – Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (audit) Red (improvement)
1.10: Update East Dunbartonshire's corporate mapping to include the Walking and Wheeling Network	Update East Dunbartonshire's corporate mapping to create new visualisations of Walking and Wheeling Networks in towns and villages to underline the utility of the network for local trips.	Effective mapping will encourage walking and wheeling as a more convenient, attractive option for everyday trips.	Medium term EDC	Executive Officer - Land Planning and Development	Green
1.11: Roll out materials and wayfinding information, exploring the role technology may play in increasing access to materials (for example mobile app, QR codes)	Publicise the Walking and Wheeling Network, ensuring broad awareness of the emphasis on local trips by walking and wheeling on accessible routes.	Effective publicity of the Networks will encourage walking and wheeling as a more convenient, attractive option for local trips.	To be explored once initial, high-priority routes are complete EDC, external funders	Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.12: Continue to expand implementation of 20mph speed limit on appropriate roads across East Dunbartonshire	Continued roll-out of 20mph within towns and villages across East Dunbartonshire, on a phased basis.	There are examples of speed reduction schemes increasing the safety and attractiveness of active travel including Scottish Borders, East Lothian and London. Evidence suggests 20mph speed limits in residential areas improves safety for all modes and improves the attractiveness of active travel. Evidence suggests that where the risks of slight injury, serious injury and fatalities are reduced, children are more likely to walk to school and older children are more likely to be permitted to cycle to school and play independently on streets. Trials were made permanent following clear reductions in average speeds. Indications that modal share for active travel increases following 20mph speed limit implementation.	Short term EDC, Police Scotland enforcement	Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
		A considerable number of responses to Active Travel Discussion consultation supporting speed reduction and traffic calming.			
1.13: Walking and Wheeling Network principles, policies and standards are incorporated in new development, routine maintenance and the construction of new infrastructure	A consistent approach to walking and wheeling amenity is required to ensure that new developments, maintenance and new infrastructure undertaken both by the Council and by developers provide accessible and convenient walking and wheeling access. This includes all new developments exploring viability of seamless links to existing active travel routes. The Accessible Walking and Wheeling Framework shall be used to assess new proposals or improvements to existing pedestrian infrastructure.	This ensures a coherent approach to the implementation of the Sustainable Travel Hierarchy across Council services and developers. Walking and wheeling accessibility to be embedded in planning processes and Local Development Plan policies.	Immediate EDC, developers	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.14: Ensure all active travel routes are well maintained	In line with the Road Inspection and Maintenance Plan necessary maintenance will be undertaken on the Walking and Wheeling Network routes. Maintenance will consider the incorporation of best practice measures to improve accessibility. Maintenance will not impede or reduce the accessibility of routes. The initial route audit (see Policy 1.1) to include comments on current, seasonal and potential future maintenance issues on Walking and Wheeling Network routes as well as ensuring Council services are aware of the responsibility to maintain.	This ensures the accessibility of the network is not impaired by degradation of infrastructure.	Immediate and throughout lifetime of the ATS2; maintenance audit midway through ATS2 delivery period EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green (audit) Amber (maintenance measures) Red (in winter conditions for routes outwith the Road Inspection and Maintenance Plan)
1.15: All projects, infrastructure and maintenance will seek to implement current best practice measures to ensure streets and places are accessible for all	Best practice measures will be considered when route improvements are being undertaken to ensure improved accessibility. Relevant stakeholders will be consulted early in the design process and also following implementation.	This ensures an understanding of how routes (including future improvements) can be accessible, to the highest feasible degree, for all.	Ongoing Funding applications and infrastructure designs will implement the highest possible accessibility standards	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.16: Identify and where feasible implement proposals for Active Travel Neighbourhoods	Explore the feasibility of introducing pilot measures in residential areas to reduce through-traffic and rat-running, adopting the following principles where feasible: • Streets are safer and more pleasant places for all • Levels and speeds of traffic on residential streets are reduced Locations will be identified using a four-step selection process: 1. a community group makes a request for an Active Travel Neighbourhood in an area. 2. Where it can be demonstrated that design options align with ATS2 mission, priorities and targets, a neighbourhood will proceed to Step 3 3. The proposal will proceed to Step 4 if a technical assessment of the road layout and road function determines the location is suitable. This includes evidence of problems with through-traffic being quantified. 4. Full community consultation will be used to establish if communities and delivery partners are supportive of proposals. Following the four-step selection process, the final neighbourhood locations to be included will be decided based on the scale of the problems that exist and the suitability of each location to be included.	Active Travel Neighbourhoods make the streets where people live quieter, more pleasant and safer. They will not stop people from using a car, but reducing the volume and speed of through-traffic increases the safety and convenience of active travel. Active Travel Neighbourhoods may include measures to alter the configuration of residential junctions, crossings and kerbs, change regular traffic flows and reduce speed limits. These small interventions discourage through-traffic from using quiet residential streets with the effect of making streets safer, quieter, more pleasant and encouraging the use of active travel for local trips.	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
	The trial measures will be left in place for a temporary period to allow the local community to adjust to the new arrangements, and, after this period, a review will be conducted to determine the success of the Active Travel Neighbourhood. The Council will monitor traffic levels, safety and travel behaviour, as well as collecting public feedback. Consideration will be given to any adjustments or refinements that may be required to the pilot scheme layout. If the trial is deemed successful, the measures may be made permanent or amended to improve the scheme.				
1.17: Take cognisance of Local Place Plans to deliver the mission, priorities and targets of the ATS2	The Council will take cognisance of the active travel elements of Local Place Plans and engage with community groups and relevant stakeholders, as required, where it can be clearly demonstrated that proposals align with the mission, priorities and targets of the ATS2 and are deliverable.	Community input is important to identify areas most in need of improvement.	Ongoing EDC, local community groups and relevant stakeholders	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green

Safe on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.1: Establish a presumption against the introduction of new painted cycle lanes in East Dunbartonshire on roads with higher volumes of traffic or higher speeds	Maintaining existing or introducing new painted cycle lanes is not an effective use of Council resources as this type of infrastructure fails to create safe environments that encourage people to switch local trips to active travel. The Council will prioritise investigating alternative, safe cycling infrastructure in Policy 2.3.	Painted cycle lanes do not promote modal shift towards active travel as cyclists are placed in proximity to passing traffic and parked cars reducing both the safety and perceptions of safety of cycling on streets. Studies show that this infrastructure increases the number of vehicles passing cyclists too close and discourages the uptake of cycling for local everyday trips due to safety concerns. Infrastructure design guidance recommends avoiding painted cycle lanes.	Immediate EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green
2.2: Improve crossing amenity, signage and priority for active travel at junctions on existing and new cycling infrastructure	Installation of signals that assist cyclists as standard for new cycling infrastructure. Proposed locations for improved crossings at existing cycling infrastructure include: <i>Crossings of Milngavie Rd to Bears Way at: Manse Rd, Reid Ave, Kilmardinny Ave; Locations where Strathkelvin Railway Path crosses public roads; Forth and Clyde Canal road crossings (including a design or crossing intervention at Hillhead Road)</i>	Crossing improvements will enhance the safety, convenience and therefore overall attractiveness of existing and forthcoming cycling infrastructure and help promote modal shift towards active modes.	Medium EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.3: Deliver high-quality active travel corridors that connect key trip generators	Deliver high-quality active travel corridors, with the exact alignment to be determined through feasibility assessment and engagement. Priority 1: • Bearsden: A81 Maryhill Rd / Milngavie Rd (between River Kelvin and Bears Way) • Bishopbriggs: A803 Kirkintilloch Rd (between Colston Rd (Glasgow City Council boundary) and Strathkelvin Retail Park) • Kirkintilloch: B757 Auchinloch Rd / Kirkintilloch Rd and Industry St (between Crosshill Rd and Waterside Rd) • Milngavie: B8030 (Main St / Woodburn Way / Station Rd) Priority 2: • Bearsden: A809 (Drymen Rd) • Bishopbriggs: Wester Cleddens Rd • Kirkintilloch: B8048 (Waterside Rd, between Oxbgang Rbt and Gartconner Primary School) Priority 3: • Bearsden: A809 / A810 (Drymen Rd / Duntocher Rd) • Milngavie: B8050 (Craigdhu Rd)	Feedback gathered during the Active Travel Discussion supported the development of active travel links to tackle the main barrier to active travel in East Dunbartonshire: safety. No decisions on road space allocation will be taken until feasibility and consultation has been undertaken.	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
	Priority 4 & 5: • Bearsden: A808 (Roman Rd) • Bearsden: A739 (Switchback Rd between Glasgow City Council boundary and Canniesburn Toll) • Bishopbriggs: A803 - Forth and Clyde Canal (Hilton Rd / Balmuildy Rd) • Kirkintilloch: Eastside - Harestanes (Hillhead Rd) • Milngavie: Clober Rd / Craigton Rd • Kirkintilloch: B8048 Waterside Rd (between Station Rd and Oxbang Rbt) All route alignments are indicative and subject to detailed feasibility, design and engagement.				

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.4: Introduce segregated cycling infrastructure on strategic routes connecting key trip generators	Individual routes and actions will be investigated during the period of the ATS2. Routes will be selected based on maximising trip generators that are connected and current conditions for active travel on the route (i.e. where active travel is discouraged due to current road conditions, traffic volumes/speeds, lack of cross-boundary routes). Infrastructure recommendations will be based on technical feasibility, propensity to deliver ATS2 mission, priorities and targets, and public acceptability based on past and future consultation.	This type of infrastructure improves the safety and convenience of active travel for local trips. This is due to separation from motorised traffic along roads where conditions and traffic currently discourage cycling. Safety is perceived as the most significant barrier to active travel uptake in East Dunbartonshire. Aligns with aspirations of Transport and Active Travel Strategies of neighbouring local authorities and SPT. Links to Policy 2.3	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.5: Investigate the feasibility of reconfiguring certain roads into People-First Streets	Where on-road cycling infrastructure is unfeasible, yet road and traffic conditions demand decreasing the speed of traffic to encourage active travel, the feasibility of introducing People-First Streets will be investigated (see Connectivity Corridors Delivery Plan for further details). This may include changes in road/footway surfaces, central reservations, road markings to emphasise the presence and priority of active travel, traffic calming, improved crossings and raised side road junctions. Infrastructure recommendations will be tailored to each location based on technical feasibility, propensity to deliver ATS2 mission, priorities and targets, and public acceptability based on past and future consultation.	Reduced traffic speed increases safety of active modes. Safety consistently regarded as the most significant barrier to active travel uptake in East Dunbartonshire. Links to Policy 2.3 Relates to individual streets rather than broader neighbourhood areas.	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.6: Active travel projects and infrastructure aligns with Local Development Plan biodiversity policy and the emerging Greenspace Strategy and Local Biodiversity Action Plan, in accordance with the blue and green infrastructure standard	All new active travel infrastructure adheres to Local Development Plan biodiversity policy and emerging Greenspace Strategy and Local Biodiversity Action Plan. This typically involves surveys to establish the biodiversity value of sites and ensuring that designs for sites secure positive effects for biodiversity, the protection of biodiversity and protected species.	Alignment with Local Development Plan policies and objectives of the Council's forthcoming Greenspace Strategy and Local Biodiversity Action Plan.	Immediate EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
2.7: All changes made, including maintenance and improvement of existing infrastructure, will seek to implement current best practice measures to ensure streets and places are accessible for all	All infrastructure (for example cycleways, crossings and access ramps) will consider best practice measures to ensure accessibility and consult relevant stakeholders early in the design process and following implementation.	Ensures an understanding of how on-road cycling infrastructure can improve the accessibility of streets and places, to the highest feasible degree, for all.	Throughout design, implementation and delivery stages EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green Amber (for any additional maintenance outwith the Road Inspection and Maintenance Plan)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.8: Work with Strathclyde Partnership for Transport (SPT) to develop cross-boundary active travel connections	Engage with partners to develop regional cross-boundary active travel as identified within SPT's Regional Active Travel Strategy, subject to further assessment and consideration of local context and funding implications. Proposed cross-boundary routes through East Dunbartonshire: • Bearsden to Maryhill • Bearsden to Drumchapel • Stepps to Lenzie • Drymen to Lennoxtown • Duntocher/Hardgate to Bearsden • Milngavie to Drymen Proposed routes to East Dunbartonshire boundary: • Stepps to Bishopbriggs • Moodiesburn to Kirkintilloch This ATS2 also sets out proposals to take forward the following regional ATS priorities within the East Dunbartonshire boundary: • Kirkintilloch to Bishopbriggs • Torrance to Kirkintilloch • Milngavie to Torrance • Lenzie to Kirkintilloch • Milngavie to Bearsden (See Delivery Plans for further information)	Aligns with SPT's Regional Active Travel Strategy. Development of a coherent cross-boundary network offers significant opportunity to drive modal shift. Links to Policy 2.3 and Policy 2.9.	Ongoing EDC, SPT, neighbouring local authorities, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.9: Work with neighbouring local authority partners to develop local cross-boundary connections	Engage with neighbouring local authority partners to explore opportunities to link together local cross-boundary connections, where feasible.	Delivery of a 'joined up' approach offers significant opportunity to drive modal shift. Links to Policy 2.3 and Policy 2.8.	Ongoing EDC, Glasgow City Council, North Lanarkshire Council, Stirling Council, West Dunbartonshire Council, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red
2.10: Work with the Walk Wheel Cycle Trust to develop the National Cycle Network	Work with the Walk Wheel Cycle Trust to develop the National Cycle Network, including a new route between Kirkintilloch and Coatbridge. This involves the creation of infrastructure to improve the Strathkelvin Railway Path through Kirkintilloch and to upgrade the route south of Kirkintilloch to the Council boundary, as part of an overall upgrade and extension programme.	Development of the National Cycle Network offers significant opportunity to drive modal shift.	Short to medium term EDC, North Lanarkshire Council, Walk Wheel Cycle Trust, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red



Behaviour Change

Initiatives that give people of all ages and abilities the confidence and capabilities to switch their local everyday journeys to active travel

Behaviour Change policies are separated into Programmes (P) and Infrastructure (I)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.1 (P): Ensure all schools publicise the Schools Access Hierarchy and their School Travel Information Booklets	Liaise with schools to ensure Council policies around school travel and Council-produced materials are available and publicised. Liaise with schools to explore how local active travel networks and benefits of active travel can be promoted in schools.	School travel is a significant contributor to congestion and, in some cases, represents local trips that could be switched to active travel. The positive impact of switching these trips would be significant on public health/physical activity, air quality and the safety of streets around schools.	Immediate EDC and schools to publicise	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services and Chief Education Officer	Green
3.2 (P): Support schools to receive funding for cycles and cycling parking and storage	Liaise with schools, Cycling Scotland and other relevant partners to maximise funding for cycling parking and storage around schools in East Dunbartonshire.	Funding and programmes are available to improve access to bikes and cycling and parking around schools to help enable school trips to be taken actively.	Medium term EDC, schools, Walk Wheel Cycle Trust, Cycling Scotland, external funders	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services and Chief Education Officer	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.3 (P): Deliver Bikeability courses and achieve the Cycle Friendly School Award	Liaise with schools, Cycling Scotland and other relevant partners to provide guidance to schools to maintain high uptake of Bikeability in East Dunbartonshire.	Funding and programmes are available to improve skills to help enable school trips to be taken actively.	Medium term EDC, schools, Walk Wheel Cycle Trust, Cycling Scotland, external funders	Chief Education Officer Supported by Executive Officer - Land Planning and Development and Executive Officer - Roads and Neighbourhood Services	Amber
3.4 (P): Promote national events such as Walk to School Week and Big Walk and Wheel	Use events as opportunities to further promote School Travel Information Booklets and local active travel networks.	These events present an opportunity to promote active travel as the natural choice for school travel as well as active travel's wide-ranging benefits.	Short term EDC, schools, Living Streets, Walk Wheel Cycle Trust, local community groups	Chief Education Officer Supported by Executive Officer - Land Planning and Development	Green
3.5 (P): Develop a Council approach to minimise car access to all new-build schools while ensuring access is adequate for those who require it	Develop an approach to support a minimum level of car access to new schools built by the Council to ensure access is adequate for those who require it.	Promotes active travel as the natural choice for school travel, reduces congestion and the dangers of traffic around schools and reduces inconsiderate and dangerous parking.	Ongoing	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.6 (P): Encourage local employers to apply for funding for cycles and cycling infrastructure, publish travel plans, deliver training courses, pursue the Walk to Work award and achieve the Cycle Friendly Employer status	Liaise with employers, Cycling Scotland and other relevant partners to provide guidance to employers. Encourage workplaces to provide amenities for active travel and to promote its benefits.	Funding and programmes are available to improve access to bikes, skills and knowledge to help work trips to be taken actively.	Short term EDC, employers, Cycling Scotland, Travel Know How, external delivery partners	Executive Officer - Land Planning and Development	Amber
3.7 (P): Identify and where feasible pilot community-led car-free days on selected local streets	Temporary closure of a road in a town centre. Possible locations will be based on community proposals.	This presents an opportunity to raise awareness of the benefits for people and businesses of restricting vehicular traffic on certain busy streets and encourages active travel on those days. Support for policy in Ideas Map engagement.	Initial one-off events which could become regular following feedback EDC, local community groups, local Business Improvement Districts	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.8 (P): Develop and promote an annual 'Active Travel Events' calendar on a dedicated active travel section of the Council website	The Council will coordinate and promote a programme of active travel events with the assistance of various partners including walking group events, bike workshops, led rides and car-free events. A section on the Council website including a calendar of events, a map of routes and facilities and an interactive map for reporting issues on the network as they arise.	An easily accessible calendar of events would raise awareness of, and participation in, active travel events which promote the benefits of switching trips to active travel. This webpage will raise awareness about behaviour change programmes.	Immediate EDC	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
3.9 (P): Explore a scheme to improve access to (electric) Cargo Bikes for businesses and individuals	Engage with local businesses and groups to investigate improving the sustainability of local deliveries through a pilot scheme involving providing access to (electric) Cargo Bikes.	Covid-19 accelerated growth in home deliveries, increasing the number of delivery vans on urban and residential streets. National policy (Recommendation 27, STPR2) and regional policy (Policy 40, Regional Transport Strategy).	Medium term EDC, local businesses (including business groups such as BIDs), external funders	Executive Officer - Land Planning and Development	Red
3.10 (P): Work with the Walk Wheel Cycle Trust to produce a Walking and Cycling Index report	A report into the conditions for, and uptake of, active travel early in the lifetime of the ATS2 will help inform initial baseline figures and future monitoring.	Report to clarify baseline figures for ATS2 targets and provide regular basis for monitoring.	Medium EDC, Walk Wheel Cycle Trust	Executive Officer - Land Planning and Development	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.11 (P): Develop and implement a Corporate Travel Plan for East Dunbartonshire Council	Use feedback from the annual Employee Travel Survey to inform the development and implementation of a Corporate Travel Plan to support sustainable travel, increase sustainable commuting, explore working towards 'Cycle Friendly Employer' status and reduce emissions related to business travel.	Aligns with the Council's Climate Action Plan and targets to reduce corporate travel emissions. The Council receives requests for a Cycle to Work scheme.	Short term EDC	Executive Officer - Land Planning and Development	Green
3.12 (P): Continue to promote the BetterPoints app until the end of the contract in May 2027 and explore other incentives to promote active travel thereafter	The free app, available on smartphones and tablets, encourages people to walk, wheel, cycle, run and use public transport. Participants earn points which can be spent at participating local businesses, redeemed for vouchers at major retailers and hospitality venues or donated to charity.	Focuses on improving individual health and promoting sustainable habits within communities, to encourage positive lifestyle changes for better transport, climate and health outcomes.	Ongoing - currently funded until May 2027. Longer-term provision to be reviewed in terms of funding post-2027. EDC, BetterPoints, local businesses	Executive Officer - Land Planning and Development	Amber
3.13 (I): Enforce the pavement parking ban and ban on blocking dropped kerbs at crossing points	It is important that the ban on pavement parking and parking on dropped kerbs at known crossing points is upheld and enforced, particularly on Walking and Wheeling Network routes and where the accessibility of footways may be impeded. Enforcement of the ban on pavement parking will be proportionate to available resource.	Pavement parking impedes accessibility of footways, pushing vulnerable walkers and wheelers into the road. Scottish Government policy: Transport (Scotland) Act 2019	Ongoing EDC	Executive Officer - Community Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.14 (I): Designate appropriate roads as Quiet Rural Routes	Assess suitability of quiet rural roads with existing low traffic volumes for slower (30 or 40mph) speed limits and share with care signage, in line with Transport Scotland guidance. Quiet rural roads must meet criteria of low traffic levels, connecting settlements / greenspace / places of interest and road conditions.	STPR2	Medium term EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
3.15 (I): Secure cycle storage in strategic locations including on-street	Assess suitability of on-street cycle storage in key locations, including town centres and near higher density residential areas where cycle storage presents a barrier to cycling uptake.	More than a third of people in Scotland lack a safe, secure place to store a bike at home. In Scotland, 46% of those in social housing do not have a suitable storage space for a bike. Secure cycle parking should be explored to tackle this barrier to cycling. Cycle parking in other key locations such as town centres provides a convenient, low-cost way for people to access shops, services and amenities, helping to reduce traffic congestion and support local businesses.	Medium term EDC, developers, Residential Cycle Storage Fund (Cycling Scotland)	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.16 (I): Prioritise locations for future development that can be accessed by sustainable modes	In line with Local Development Planning Guidance , and in support of local living and 20-minute neighbourhood principles.	If walking, wheeling and cycling are to be a realistic choice of travel mode, plans for active travel infrastructure need to be incorporated into development design. Consideration should be given to accessibility by active modes, including cycle parking and storage at new and refurbished developments.	Ongoing EDC, Developers	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.17 (I): Explore introducing a cycle hire scheme in East Dunbartonshire	Explore different models of cycle hire schemes to assess the feasibility of rolling out a cost-neutral scheme in East Dunbartonshire. Liaise with Glasgow City Council on their experience of initiating and expanding a cycle hire scheme.	Cycle hire schemes have been shown to have positive health impacts. Cycle hire schemes remove a key barrier to cycling by providing cheap and easy access to bikes. Cycle hire schemes operate successfully in cities like Edinburgh and Glasgow and responses during the public consultation suggested that this type of scheme could be explored for East Dunbartonshire. However, given the mixed results of these schemes in other semi-rural local authorities, the Council will research models which have been successful in areas similar to East Dunbartonshire and consider the feasibility of delivering a scheme locally.	Medium term EDC, external delivery partners	Executive Officer - Land Planning and Development	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.18 (I): Continue to implement Traffic-Free Schools projects at existing locations	Continue to implement Traffic-Free Schools projects at existing locations, in line with the selection process set out within the Council's Parking Management Plan.	Traffic-Free Schools projects can improve safety and make places more attractive for active travel, by reducing the volume of vehicles parked and moving around at the busiest areas for children and adults accessing school.	Ongoing EDC, school communities	Executive Officer - Land Planning and Development Supported by Chief Education Officer Supported by Executive Officer - Roads and Neighbourhood Services	Amber



Green Active Travel Networks and Access to Quality Open Spaces

A series of interconnected routes linking towns and villages to the countryside and quality recreational open space

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.1: Develop a specification for the inclusion of blue and green infrastructure in active travel networks through planning	As part of the development of an Urban Greening Factor metric, active travel infrastructure will incorporate elements of blue-green infrastructure where appropriate and feasible.	Aligns with the Scottish Biodiversity Strategy's first 5-year Delivery Plan action: "Ensure every new transport and active travel infrastructure project incorporates elements of blue-green infrastructure, and seek opportunities for enhancing / expanding blue-green infrastructure".	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development	Green
4.2: Ensure all ATS2 policies and actions align with the recommendations of the Environmental Report to mitigate against adverse impacts	Take cognisance of the recommendations of the Environmental Report to ensure that identified environmental effects are avoided, reduced or adequately mitigated.	Supports compliance with relevant environmental assessment legislation and policy requirements.	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development	Green
4.3: Collaborate with Scottish Canals during the development and implementation of the Scottish Canals Active Travel Strategy	Explore opportunities to work in partnership with Scottish Canals to support the delivery of active travel projects in East Dunbartonshire, where feasible.	Delivery of a 'joined up' approach offers significant opportunity to drive modal shift.	Ongoing EDC, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.4: Explore potential to expand responsible active travel access to and within the Campsie Fells	Explore potential to expand responsible access to and within the Campsie Fells through feasibility assessment and engagement. This will include consideration of: • Links between Milngavie and Strathblane • A direct route between Milton of Campsie and Queenzieburn / Kilsyth • Improved active travel links within the Campsie Fells, for example from the Crow Road car park	There are excellent active travel connections to the Campsie Fells from many places in and around East Dunbartonshire via the Strathkelvin Railway Path, however, there are gaps in connections between Milngavie and Strathblane, which could create an active travel loop linked to the A807 when considered in parallel with other actions within the ATS2, in addition to a direct route between Kilsyth and Milton of Campsie. Aligns with the Campsies Strategic Review and Action Plan, and aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan.	Medium to long term EDC, Stirling Council, North Lanarkshire Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red
4.5: Work with partners to develop a Campsie Fells Signposting Strategy	Collaborate with partners to develop a signposting strategy that facilitates sustainable access to the Campsie Fells.	Effective signposting improves accessibility by clearly identifying routes and points of interest suitable for different users, whilst also protecting the landscape and its ecological value.	Medium term EDC, Stirling Council and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.6: Work in partnership with Scottish Canals to optimise the community, transport, and recreational value of the canal towpath and ensure the towpath is well maintained	Liaise with partners to maintain a high-quality towpath accessible for those walking, wheeling and cycling, prioritising those sections most in need (for example addressing root damage on the northern towpath between the Millennium Bridge and Hillhead Road and on small sections of the eastern part of the Canal path west of Auchinstarry).	The canal towpath is a designated national cycling route and provides a key off-road active travel link through East Dunbartonshire, linking Kirkintilloch, Twechar and Bishopbriggs.	Ongoing EDC, Walk Wheel Cycle Trust, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber
4.7: Expand active travel access to the Forth and Clyde Canal	Subject to feasibility assessment and engagement: - Investigate improving access to the canal towpath from surrounding towns and villages - Investigate improving active travel connections on the south of the canal between Kirkintilloch and Twechar (incorporating the Hillhead Canal Basin Heritage Project) - Investigate active travel connections from Westerhill to the Canal at Cadder	Access to the canal east of Kirkintilloch has been identified as poor for those communities located at eastern Kirkintilloch and Twechar. This is mainly due to the lack of crossing points to facilitate access to the towpath on the north side of the canal. There is a need to ensure signage and linkages to existing canal access points and bridges are of good quality to encourage people to use the canal corridor for walking, wheeling and cycling.	Medium to long term EDC, Walk Wheel Cycle Trust, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
		Work will be undertaken to create an active travel network at the Westerhill Regeneration Area, and better connections with other parts of Bishopbriggs and Lenzie. There is an opportunity to also examine connections north towards the Canal. A link here would help greatly enhance future active travel networks and connect into a key route – the Forth and Clyde Canal.			
4.8: Investigate improved accessibility to Mugdock Country Park via sustainable green active travel routes	Building upon initial feasibility work undertaken to date, the delivery of off-road options using existing paths and tracks from Milngavie in the south will be further investigated to improve accessibility to Mugdock Country Park via sustainable green active travel routes. This would provide a link as part of the proposed loop route linking Mugdock to the Strathkelvin Railway Path in the north and cycling and walking routes in Milngavie in the south.	This would complement the aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan.	Long term EDC, Stirling Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.9: Explore potential to support delivery of improved sustainable active travel access along the River Kelvin Corridor	Explore potential for enhanced active travel access along the River Kelvin, reconnecting local communities with the river. Potential for enhanced access will be considered alongside opportunities for climate adaptation and nature-based solutions to climate change in liaison with the Kelvin Catchment Partnership, in alignment with action NN12 in the draft East Dunbartonshire Greenspace Strategy.	Aligns with the aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan.	Long term EDC, Kelvin Catchment Partnership, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red
4.10: Investigate the feasibility of completing the missing links within the Loop Route	Complete the Loop Route, subject to technical feasibility, deliverability and funding. This includes links to be provided via: • 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 (forms part of A807 Active Travel Corridor project) • investigate with Stirling Council the feasibility of Old Mugdock Road between Strathblane and Mugdock forming a Quiet Rural Route, to provide a link as part of the proposed Loop Route between the Strathkelvin Railway Path and Mugdock Country Park	East Dunbartonshire's Active Travel Strategy 2015-2020 included Action I.13: Creation of an East Dunbartonshire Loop Route, and set out an approach to develop a circular active travel route connecting most settlements and plugging existing gaps. Connecting gaps in the existing active travel network to create a unique active travel route, the Loop Route, could emulate the success of the canal towpath and West Highland Way by drawing in visitors and supporting local active travel.	Long term EDC, Stirling Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.11: Promote the brand of the Loop Route	Promote the brand of the Loop Route to attract visitors and promote active travel.	Branding can play a key role in increasing the visibility and attractiveness of active travel routes by creating a recognisable identity, improving wayfinding, and encouraging more people to choose walking, wheeling and cycling for everyday journeys and recreation.	Long term EDC and other external delivery partners	Executive Officer - Land Planning and Development	Red
4.12: Audit of access routes to local green and quality open spaces	A more detailed audit of access routes to local green and quality open spaces will be undertaken to identify where improvements would offer most benefit, prioritising known gaps in the network and major opportunities (for example disused railway paths, subject to feasibility and deliverability assessment). The Greenspace Strategy seeks to address local access barriers in open spaces.	Identifying barriers such as missing links or inaccessible infrastructure enables investment to be targeted where it will have greatest impact, to encourage modal shift and support inclusive active travel.	Short term EDC	Executive Officer - Land Planning and Development	Green (audit)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.13: Ensure that active travel projects and developments enhance access to local green and open spaces, mitigate damage to water courses and where possible provide nature-based flood prevention schemes to alleviate future flood events	Links to Policy 4.2.	Supports compliance with relevant environmental assessment legislation and policy requirements.	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (design considerations)
4.14: Ensure that active travel projects and developments align with Local Development Plan biodiversity policy and emerging Greenspace Strategy and Local Biodiversity Action Plan	Links to Policy 4.2.	Supports compliance with relevant environmental assessment legislation and policy requirements.	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (design considerations)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.15: Landscaping in active travel projects should be managed appropriately to promote positive outcomes for biodiversity	Links to Policy 4.2.	Supports compliance with relevant environmental assessment legislation and policy requirements. As set out in the nature-based design model and Greenspace Care Practice Framework in the Greenspace Strategy and the forthcoming Local Biodiversity Action Plan.	Ongoing EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services	Green (approach) Amber (maintenance)